

AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

SCOOP

SEAT'S SUV DRIVEN
Not on sale 'til 2020, but we've tried it



NEW GRAND EVOQUE

REVEALED Land Rover's
best seller gets a
bigger brother



**AUTOCAR
IMAGE**

haymarket



Hydrogen Toyota rated
Quirky, but fuel cell tech is a winner

Citroën's Disco Sport
Cactus looks for hybrid crossover



Electric race car tested
Is Formula E much fun? We find out

PLUS New York show latest

Like a car. But be



Fuel consumption figures mpg (litres/100km) and CO₂ emissions (g/km), Audi A3 Sportback e-tron: Urban: N/A, Extra Urban: N/A, Combined/ test results: one when the battery is fully charged and the other when the battery is discharged. The two test results are a weighted average, 1.4 TFSI petrol engine generating electricity. Standard EU Laboratory Test figures are for comparative purposes between vehicles and may not

Audi
Vorsprung durch Technik



What Car? Electric Car of the Year 2015.

The A3 Sportback e-tron is the first of our plug-in hybrid cars. Unlike other hybrids where a lot of effort has been made to make the car look different, e-tron has been designed to make a difference. On the one hand, it can deliver up to 176.6mpg and only emit 37g/km of CO₂. On the other, it will deliver all the performance you'd expect from an Audi. In fact, What Car? have already named it Electric Car of the Year 2015, so the judges seem to agree that the A3 Sportback e-tron is indeed like a car, but better.

The new Audi A3 Sportback e-tron.

etter



WHATCAR?
**Car of the
Year 2015**
Best electric car

weighted: 176.6 mpg (1.6 litre/100km). CO₂ emissions: 37g/km. The 'Combined/weighted' fuel consumption CO₂ figures calculated from two taking into account mileage range on battery power only, providing a figure in a variety of charge conditions. Extended range achieved by reflect real driving results. Images for illustration purposes.

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Citroën Aircross: chunky, funky SUV concept shows the way forward for the French car maker



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New Jaguar XF unveiled at New York show



'The Toyota Mirai is a huge achievement: a practical, usable fuel cell vehicle'

Hilton Holloway, p30

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I want more gadgets
than you can shake
a USB stick at.

#SR7

11:40 PM



NEW **SR7** RANGE



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REPRESENTATIVE

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The Power to Surprise



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Fuel consumption figures in mpg (l/100km) for the New Kia cee'd 'SR7' special edition are: Urban 33.6 (8.4) – 52.3 (5.4), Extra Urban 58.9 (4.8) – 74.3 (3.8), Combined 46.3 (6.1) – 65.7 (4.3). CO₂ emissions are 143 – 114 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New cee'd 'SR7' special edition 1.4 98bhp 6-speed manual £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 01/04/2015 and 30/06/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

Seat 20V20 will split opinion and it isn't alone in that



Get ready to love them or hate them

THIS ISSUE CONTAINS a glut of new cars about which only one thing is certain: they will polarise opinion. And that's exactly what their makers intend.

To paraphrase Oscar Wilde, there's only one thing worse than being talked about, and that's not being talked about, and convention-challenging machines such as the Citroën Aircross and Seat 20V20 provide compelling evidence that manufacturers appreciate the perils of occupying the anonymous middle ground.

Granted, both the Aircross and 20V20 are concepts, but they reflect their makers' desires to be bold and inventive with their future production models.

And although the looks of the Toyota Mirai fuel cell car aren't to everyone's taste, the Japanese manufacturer is daring to be different. It's a significant move for a company that has churned out some particularly insipid designs in the past.

Rather than trying to please everyone, car makers are striking out in bold, eye-catching but potentially divisive directions, which can only be good news for the car buyer.



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Established 1895

AUTOCAR

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THIS WEEK'S TOP FIVE

NEWS

New York motor show

All the best pictures from this week's US show



BLOG

Andrew Frankel

What the Boxster Spyder says about Porsche

NEWS

Vauxhall Astra

Spy shots show new hatch in final testing



NEWS

Goodwood FoS

Dates, attractions and star cars announced for Festival of Speed 2015

REVIEW

Ford Fiesta ST3 CP3

Collins Performance boosts ST to 270bhp



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New Generation i20

Inspiration. Engineered.

A little bit of inspiration can make all the difference. You find a lot of it in the New Generation i20. From its exceptionally smooth ride to its ever so quiet cabin and clever, intuitive technology, it's a car that gets attention wherever it goes. From £10,695*. [Find out more at hyundai.co.uk](http://hyundai.co.uk)



Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), Extra Urban 53.3 for comparative purposes and may not reflect all driving results. Model shown: New Generation i20 Premium SE 1.2 at £15,220. Visit www.hyundai.co.uk/owning or ask your local dealer.



(5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO₂ Emissions 155–84g/km. These official EU test figures are to be used as a guide OTR including Mandarin Orange pearl paint at £495. *On the road price of £10,695 applies to i20 S 1.2 petrol manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply.



Bigger 'Evoque Plus'

■ Stretched luxury crossover to slot between Evoque and Range Rover Sport ■ Priced from

Range Rover's all-new fourth model line – the 'missing link' between the compact Evoque and the Range Rover Sport – is finally on test in the UK ahead of an expected unveiling at the end of 2016.

The as yet unnamed car has been spotted on British roads in recent weeks wearing what looks like a stretched Evoque body and a fully mocked-up nose and radiator intake.

Autocar understands that

the 'Evoque Plus' is the sister car to Jaguar's upcoming F-Pace crossover, although it has a longer wheelbase and is expected to offer the option of a seven-seat layout.

The new car is expected to be priced between £40,000 and £65,000, depending on the specification. Entry-level models will be powered by turbocharged versions of the four-cylinder Ingenium petrol and diesel engines. All-wheel drive is expected to

be standard and the top-end models will get V6 engines.

Last year, Land Rover design chief Gerry McGovern first hinted that the company was working on expanding the Range Rover brand with what he described as "incredibly luxurious, low-slung" Range Rovers.

The suggestion was that such a model would be more biased towards on-road performance but would still be capable of cross-country



SPY SHOT
RANGE ROVER
EVOQUE PLUS

AUTOCAR
IMAGE

due in 2016

£40k-£65k ■ Seven seats ■ Electric powertrain option

driving thanks to height-adjustable air suspension and a range of electronic traction control systems.

This new Range Rover is not just about filling a gap in the brand's line-up, though. It will also further stretch the idea of what the Range Rover brand can do in the future.

Currently, the flagship model is about luxury, the Sport is about on-road dynamics and the Evoque is a compact SUV suitable for cities. The new

Evoque Plus will stretch the brand towards the crossover market – more of a mix between estate and SUV.

The stretched wheelbase will endow the car with exceptional rear leg room and luggage space and it should also open up the possibility of a third row of seats for children.

The lower roofline and road-biased set-up – imagine a lighter, more agile Range Rover Sport – should allow the new car to appeal across traditional

boundaries and attract buyers who might have chosen a high-performance estate.

McGovern's hints of incredible luxury suggest that Land Rover product planners might even have an eye on the luxury saloon car market. A higher-than-normal seating position, particularly for rear-seat passengers, could be sold as an advance on the low-set seats of a conventional limo.

It also gives Range Rover a potentially high-margin →

You heard it here first

IN NOVEMBER 2012, Autocar first broke the news of the aggressive and ambitious momentum that Land Rover was putting into its product line-up.

In total, we foresaw 16 models in its future across three distinct strands: luxury (Range Rover); leisure (Discovery/Freelander); and dual-purpose (Defender).

Range Rover was integral to the plan. We predicted a six-strong product line-up. In addition to the Range Rover, Range Rover Sport and Evoque, among the cars we foresaw was the Evoque Cabriolet, and the 'Evoque Plus' you see here, which now looks likely to follow it to the market.

The sixth model we predicted was a sub-compact SUV, the so-called 'baby' Evoque, an entry-level vehicle that is believed to be gathering momentum internally at Land Rover.

The 16 models in Land

LUXURY Range Rover	LEISURE Discovery/Freelander
1	1
2	2
3	3
4	4
5	5
6	6

1 RANGE ROVER New Tugship, with potential £125k-plus price. Long-wheelbase version of latest model. Facelift due in 2016.

2 RANGE ROVER SPORT Tugship looks, alloy platform. More sporting interior with 5+2 seating. On sale in 2015.

3 RANGE ROVER EVOQUE Xs. Starts between Sport and Evoque. Tipped to use alloy platform.

4 RANGE ROVER EVOQUE Cabriolet. Company's biggest gamble, selling about 100,000 units this year.

5 RANGE ROVER EVOQUE CABRIOLET. Appeared as a concept, tipped for production. Aimed at US.

6 RANGE ROVER BABY EVOQUE. Design boss McGovern wants to build it. Retain as an off-road bet for production, but would be 4m long if made.

1 LUXURY DISCOVERY Not signed off yet, but it would be a flagship crossover and XE model. The model is a new three-row Discovery range. Based on Range Rover Sport's alloy architecture. Body shape saves seat-cabin.

2 DISCOVERY 4. More rugged than the crossover. Rivals include the Mercedes G-Class.

3 FREELANDER 'SUPER' SEVEN-SEATER. Based on Evoque's alloy platform, which it shares with the Evoque. Higher and 40% heavier.

4 FREELANDER 'SUPER' FIVE-SEATER. Slightly bigger, V6 option, Audi Q5 target.

5 FREELANDER 'BABY' Same size as the Evoque. 4m long design.



SPY SHOT
RANGE ROVER
EVOQUE PLUS

← vehicle that is less conspicuous than either the flagship model or the Sport, the visual bulk of both of which might prove a turn-off to some potential customers.

This suggestion is supported by sales of the compact Evoque. It was originally expected to sell about 35,000 units each year but streaked to sales of 125,000 units, increasing sales in three consecutive years.

If the Evoque Plus can pull off a similar trick, it would become the brand's second biggest-selling model. Sales could crack 50,000 per year.

A version of this new model is also expected to become Range Rover's first full electric vehicle, using the same battery-electric powertrain as the F-Pace EV.

Jaguar Land Rover engineering chief Wolfgang Zeibart dropped a big hint about these two EV projects last year when he spoke to an

industry newspaper about his view of a potential pure electric vehicle.

Zeibart said the market for EVs was split into inner-city vehicles and the sector he saw as offering potential for JLR: a "second or third car for a wealthy family".

He suggested that any EV would have to be about the size of a Jaguar XJ and aimed at the US and China.

The first zero-local-emissions Range Rover is expected to have a range of nearly 300 miles in ideal conditions. The suggested road-biased adjustable air spring set-up of the planned Evoque Plus would allow an EV version to run at a lower ride height at motorway speeds, which should improve aerodynamics and stretch the range from the battery pack.

The EV model will be aimed at high-end metropolitan markets, such as New York, southern California, Hong

Kong, Shanghai and Beijing.

This upmarket EV is likely to be priced at a significant premium over petrol and diesel models, possibly £85,000 and above. It will be seen as a direct rival to the upcoming Tesla Model X SUV.

The new car also fits neatly into JLR's production plans for its Solihull plant. Because it is based on the same basic aluminium structure as the F-Pace and the Jaguar XE saloon, the Evoque Plus will be built on the same line.

Having three models on the same line, launched at different times, should allow JLR to keep the production line running at high capacity, which is essential for maximum profitability.

Solihull's second aluminium structure production line will also eventually build three models: the current Range Rover and Range Rover Sport and the upcoming replacement for the Land Rover Discovery.

HILTON HOLLOWAY



Range Rovers do the business for JLR

ACCORDING TO OFFICIAL figures, Jaguar Land Rover enjoyed a healthy global sales increase in 2014.

Combined sales of Jaguar and Land Rover totalled 462,678 units, which was up 9% from the 425,006 of 2013.

Jaguar shifted 81,570 units, a rise of 6%, for which the brand could thank a 2% lift in XF sales, despite the model being at the end of its life. Sales of the now-defunct XK coupé also rose, by 4%.

But the big winner was the F-Type, which shifted a very healthy 11,506 units, 80% up on 2013.

Meanwhile, Land Rover sales rose by 9% to 381,108 units. The Evoque just about retained its record of growing sales every year by

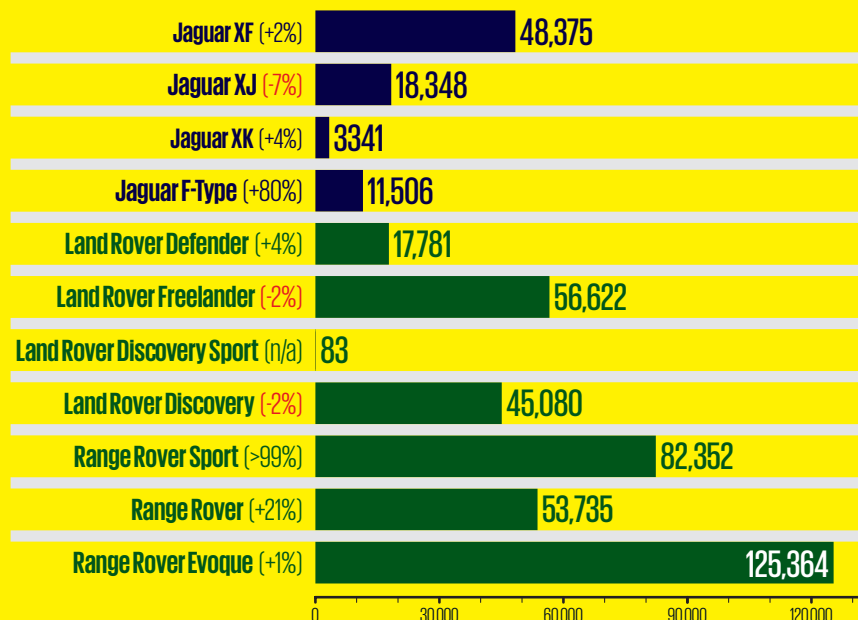
notching up 125,364 sales, an increase of 1%.

The Defender rose by 4% to 17,781 units, and the Discovery dropped by 2% to a still healthy 45,080 sales.

But what's really putting the cash into the JLR coffers is the remarkable performance of the two flagship models. Sales of the Range Rover leapt by 21% to 53,735 units – impressive for a car in its second full year on sale.

However, the Range Rover Sport is the group's money printer; 82,352 were sold in 2014. Moreover, Autocar has heard that the average transaction price of a Sport sale exceeds £80,000. No wonder JLR's earnings before tax show an industry-leading margin of more than 18%.

How the sales stack up – calendar year 2014



**AUTOCAR
IMAGE**



PRODUCTION FOCUS

Exaggerated width, wheels and tyres aside, there are likely to be few changes when the car makes production. The 'Air Signs' (chrome-finished signatures framing the rear window) and 'Air Curtains' (intakes at the front of the car) are both functional devices that enhance aerodynamics.



CHANGING FACES

As on the Cactus, the thin headlights link to the Citroën logo. The design is described as a hallmark that will appear on every car Citroën makes, but the area below will change according to bodystyle. On the Aircross, the 'mouth' of the car is more open than on the Cactus, emphasising its width.

Citroën hints at Land Rov

Aircross concept previews a new family of crossovers and bolder looks for all future Citroën models

This Citroën Aircross concept car points the way to a new family of crossovers for the brand, as well as demonstrating how the radical looks of the C4 Cactus will be adapted for use on every Citroën by 2020.

The Aircross's production intent is emphasised by the fact that it sits on the EMP2 scalable platform, which underpins all of PSA Peugeot Citroën's mid to large offerings. The concept car is 4.58m long, 2.1m wide and 1.8m tall. That makes it close to a Land Rover Discovery Sport in all dimensions but width – a criterion concept car designers like to exaggerate the most.

It is thought that the looks could be adapted for a family of crossovers, ranging from a Mini Countryman rival to a larger, seven-seat SUV. With Cactus sales described as encouraging and Citroën eager to establish its own identity among PSA's DS and Peugeot brands, Citroën boss Linda

Jackson is keen to accelerate the roll-out of the new look over the next five years.

"We need to go back to what we were always good at: design," said Jackson, who cited the 2CV, CX and SM as examples of previous daring Citroën creations. "That was complemented by an emphasis on comfort over sportiness, spaciousness and a charisma that made the owner feel at home. We want those qualities back."

Jackson believes that the move will make Citroëns more instantly recognisable and provoke buyers to either love or hate the cars. "It's no good being everybody's third choice. You end up having to use discounts to persuade buyers to choose your vehicles, and at that point you don't have a sustainable business," she said.

"It will take time, but it is certain that the next generation of Citroëns will be a leap forward for us. If we want stand-out cars, then we have to be bold."

The Aircross is powered by a plug-in hybrid drivetrain. An electric motor producing 95bhp and 148lb ft is located on the rear axle and is combined with a front-mounted 1.6-litre petrol engine developing 218bhp and 203lb ft.

The electric motor is fuelled by a lithium ion battery pack that can be recharged in three and a half hours via a domestic socket. The car has a claimed all-electric range of 31 miles for urban routes and switches between the electric motor and internal combustion engine for journeys that call for regular acceleration and deceleration. On the motorway, the petrol engine is used exclusively.

The Aircross also features a boost function that calls on the combined 313bhp of the electric motor and petrol engine when the driver accelerates heavily. This allows a 0-62mph time of 4.5sec. CO₂ emissions are rated at 39g/km and fuel economy 166mpg.

JIM HOLDER

Q&A ALEXANDRE MALVAL, HEAD OF CITROËN DESIGN

What are Citroën's design philosophies?

"We want to highlight function and show it off. We won't design anything for show. It must have a real use. We want a simplicity about our cars, but one that brings a feelgood factor to the owner. And, no, simple doesn't mean budget..."



Is the rounded exterior another Citroën hallmark?

"Yes. We don't want our cars to be aggressive in any way. The German brands are all about creating a presence by using sharp, angry creases and bold lines. We want a serenity, and that means rounded curves, simple volumes and the confidence to show off technical details rather than try to hide them behind design."

Can that be extended to all Citroëns?

"If we choose to, why not? We have a history through the CX, SM and more for doing things our own way. It is time to rediscover that self-confidence again. We want our cars to

be friendly, quirky and even cosy. Making rounded edges work from every angle, and with all the reflections from natural light, is not easy, but I hope we have achieved it."



AIRBUMPS EVOLVE

Set low to emphasise the car's bolder SUV stance, the 'Alloy Bumps' are made of honeycomb aluminium castings surrounded by hard rubber. Production versions are unlikely to be so intricate or weighty, but they show how the Airbump concept will evolve for different vehicle types.

**NOT JUST CHROME**

Citroën is bucking trends set by German premium makers. As a result, there are few chrome accents in the cabin. Materials here include Teflon coating and brushed aluminium, which are durable but tactile. Citroën refers to 'sofa spirit', meaning an interior that's both inviting and comfortable.

er rival

**USE OF COLOUR**

The first concepts were painted white, then grey, but managers demanded something bolder – hence the orange-red exterior and vibrant interior. Inside, above the shoulder line, the seat covers are brightly coloured; below, the colours are more neutral to focus on the functionality of the cabin.





New XF: on sale late this year, from £32,300

Jaguar plans hat trick for 2015

The new XF is one of three Jaguars, including the F-Pace crossover, that will be launched this year

The new XF executive saloon is the second of three all-new Jaguars we'll see this year, the company has confirmed. The Mk2 XF follows the launch of the smaller XE and precedes the unveiling of the F-Pace crossover at the Frankfurt motor show in September. Global brand director Steven de Ploey confirmed to Autocar that the F-Pace would go on sale next year after its autumn launch and the

model would be very close in appearance to the earlier C-X17 crossover concept.

De Ploey said the F-Pace had the potential to become the best-selling model in the Jaguar range, a title for which it would vie with the XE. "It's entering a segment that's growing fast globally," he said.

The F-Pace will bring a totally new customer base to Jaguar, de Ploey added, and it presented "a tremendous opportunity to tap into

younger buyers", as well as more female buyers.

"It's a once-in-a-lifetime opportunity to sell something to a completely new audience," de Ploey said.

The F-Pace is the first of what could eventually grow to be a family of crossovers. De Ploey said the firm's relationship with Land Rover allowed it to go "left or right, up or down" in terms of further models in the crossover segments. However, he also

said it was not confirmed that the range would grow and investigations were ongoing.

Any future Jaguar crossover would need to have the two key Jaguar attributes of dynamic performance and design, de Ploey added.

Even if Jaguar's crossover range grows, de Ploey doesn't believe the brand will compete with Land Rover, because they attract such disparate buyers. "Jaguar is the ultimate on road and Land Rover is the ultimate



off road," he said. "We've done the research and the cross-shopping is minimal. People go into the showroom and go either left or right."

MARK TISSHAW

New Kia Optima is bigger, lighter and stiffer



Optima saloon on sale this year; estate due in second half of 2016

THE NEW KIA Optima saloon made its debut at the New York motor show and will go on sale later this year.

This Optima is the fourth generation of the large saloon and is marginally longer, taller and wider than the previous version, while the wheelbase has been stretched by 25mm.

Kia says this allows for increased passenger space and luggage room, although the company has not yet revealed precise figures.

The new Optima is stiffer than the outgoing version, with more than

50% of the body made from high-strength steel. Other advances on the Optima include a higher ratio of carbonfibre-reinforced plastic, which is designed to reduce weight.

The car on display in New York is the US-specific model, which will be built in Georgia in the US. However, the car heading to the UK will be built in South Korea.

The sole engine choice is most likely to be the 1.7-litre diesel unit from the current car. However, the advancements in weight reduction, and other

tweaks, are likely to bring CO₂ emissions down from the 122-126g/km of the outgoing model.

UK trim levels will be announced closer to the Optima's UK on-sale date, which is due to be towards the end of this year.

The Optima estate, which was previewed by the SportSpace concept at the Geneva motor show in March, is set to be revealed later this year, with a debut likely at the Frankfurt motor show in September. The estate is expected to go on sale in the second half of next year.



New RX will offer petrol-only and hybrid options

Lexus applies edgy looks to new RX

THE FOURTH-GENERATION Lexus RX will go on sale in the UK towards the end of this year.

The new SUV is marginally longer, wider and taller than the current car. Lexus has also added visual elements that bring the RX into line with its current family look. In particular, a large spindle grille dominates the front end.

Inside, a 12.3in infotainment screen features alongside a new head-up display and a panoramic sunroof. Lexus

says that thanks to the extended wheelbase, which is 50mm longer than before, the new RX offers more interior space than today's model.

Engine options include a 3.5-litre petrol V6 with about 300bhp, mated to a new eight-speed automatic transmission.

The RX's current hybrid powertrain has been retuned and features a 3.5-litre V6 engine mated to an electric motor. Total output from the system will also be about

300bhp. Lexus says both powertrain options have been tuned to return high fuel economy and low CO₂ emissions. All RX models are four-wheel drive.

Lexus says the new RX's structure is stiffer than before and the car should offer "drastically improved" handling responses.

F Sport versions of the RX get new mesh for the grille and front bumper, bespoke alloy wheel designs and a different

instrument cluster. They also get steering wheel-mounted shift paddles.

The F Sport has a new active stabiliser system, which helps to keep the car level through corners, as well as variable adaptive suspension. Drivers can select a new Sport S+ mode inside, too.

The RX is a big seller for Lexus, accounting for three out of every 10 vehicles the brand has sold in its 26-year history.

DARREN MOSS

Cadillac begins bold global bid with CT6

THE FLAGSHIP CADILLAC CT6, a rival to the Mercedes-Benz S-Class, has been revealed at the New York motor show.

The lightweight luxury saloon is one of eight new cars that Cadillac will launch by the end of 2020 as part of a \$12 billion (£8bn) investment. The CT6 is tipped to reach the UK early next year.

Described by Cadillac boss Johan de Nysschen as "a technological masterpiece", the CT6 is expected to take a central role in the rebuilding of the brand globally as it moves to break free of predominantly

US sales and crack the Asian and European markets.

De Nysschen said: "We have until 2020 to get our product offering in shape for a European launch, and that means starting at the top and building credibility and establishing a reputation for cutting-edge technology."

In addition, de Nysschen has targeted the creation of a wider SUV and crossover line-up, topped by the Escalade, and the creation of an Audi A3-rivalling saloon that will be rear-wheel drive, he confirmed.

Although Cadillac has



High-tech CT6 luxury saloon is due to hit the UK early next year

only 46 dealers in Europe, de Nysschen hopes technology and a new approach could help the firm to establish European sales without a full network.

Having previously worked at Audi and Infiniti, de Nysschen suggested establishing Cadillac as a global premium brand could take more than 20 years.

OUR SHOW STARS



JAGUAR XF

The XF could have been a 'difficult second album', given that it's the first of the new era of Jaguars to have been replaced. It is no revolution at first glance, but dig deeper and there is a solid improvement of an already desirable theme. **MT**



LINCOLN CONTINENTAL

This concept is a world away from the sharp-edged homages to the classic 1961 Continental that marked previous bids to reinvent the brand. It's a lush and heavily chromed attempt to reflect first-class travel. **HH**



McLAREN 570S

Never mind the carbonfibre tub, styling, power-to-weight ratio and flip-up doors: this car makes the Porsche 911 Turbo and Lamborghini Huracán look way overpriced. **RB**



PORSCHE BOXSTER SPYDER

Further proof that Porsche hasn't forgotten the cars upon which its reputation was built. In both adding power while significantly reducing weight, the Spyder is actually purer in concept than the Cayman GT4. Surely a GT4 version of this car isn't too far away? **AF**

FORD FOCUS RS

The new Ford Focus RS got its North American debut in New York. For the first time, it is being sold as a global car and the US-spec model has the performance to match the European version. Detail changes include new lights and wheels.



£150K RANGE ROVER

Land Rover design chief Gerry McGovern claims the new Range Rover SVAutobiography uses "the most expensive materials and finishes" in the industry. He compares the rear cabin of the £148,900 model to that of first-class air travel.



McLaren product assault continues

First two Sports Series coupé models will be joined by a 570S Spider, an all-new bodystyle and a hotter LT variant

McLaren has announced UK pricing for the first of its new Sports Series models and revealed that the 570S will be joined by a cheaper, less powerful 540C (for Club) variant.

The 570S, on sale from October, will start at £143,250, while the 540C will be £126,000 when it goes on sale next March.

McLaren Automotive boss Mike Flewitt said of the 540C: "We want to make this car as attainable as we can." The 540C has 533bhp, whereas the 570S has 562bhp.

Flewitt acknowledged that the superficial similarity of the 570S to the 650S will mean the company must explain the differences between the two.

He said: "You get active aerodynamics, a proactive chassis, more power and more torque [with the 650S]. But the 650S is actually more

compromised because it's a lighter, smaller, tighter package. It will sell to people who appreciate what's there, like the advanced chassis system. The 570S is heavier and bigger. It's not a smaller car, but a smaller-priced car."

With the introduction of the Sports Series, McLaren now offers three model lines. The middle one is the Super Series (650S and 675LT) and the top tier is the Ultimate Series (P1 and P1 GTR).

The 540C will be followed



by a third Sports Series model that is likely to be unveiled at the Geneva show next March.

"The next Sports Series model will surprise you," said Flewitt. "The first body variation will not be a 570S Spider. It has a unique bodystyle that some inside McLaren think is even more beautiful than the coupé."

Flewitt would not be drawn on the detail, but it's reckoned to enhance the car's day-to-day usability in some way.

However, there will be a 570S Spider and a higher-performance LT model, as there is with the 675LT.

"The [Sports Series] LT may not be a limited edition," said Flewitt, in contrast to the now sold-out 500-strong run of the 675LT. "A limited edition was exactly right for the 675LT. It's sold out and it's doing wonders for the brand."

RICHARD BREMNER



Subaru BRZ gets 330bhp and full STI treatment

SUBARU SHOCKED THE New York motor show by unveiling the STI Performance Concept. Although the concept appears to show a hotter version of the BRZ sports car, it is understood that no plans exist to put the model into production.

Company officials suggested a hotter BRZ won't be made because the car's differential and gearbox would need to be upgraded to match a more highly tuned version of its boxer engine.

The STI Performance Concept gets about 330bhp from its race-derived 2.0-litre four-cylinder boxer engine. The standard BRX, by comparison, has 197bhp from its boxer unit.

The concept's styling is dominated by its fixed rear wing and is presented in matt satin blue paintwork.

The concept hints at a raft of new innovations from within Subaru's STI performance

division, with more STI-badged variants, performance components and motorsport activities all on the cards.

Many of the STI Performance Concept's additions, such as its upgraded suspension components, aerodynamic bodywork and flush door handles, could become accessories or upgrades offered by the STI division.

Subaru said the concept is designed to show how the STI name could grow and evolve in the US market. The move to grow the STI brand forms part of Subaru's 'Prominence 2020' plan, which was announced in May last year.

The plan calls for sustainable growth from Subaru, with the brand's owner, Fuji Heavy Industries, setting out a vision of "being a high-quality company that is not big in size but has distinctive strengths".

DARREN MOSS



Subaru says this concept is about boosting the image of its STI division but it will not enter production



New £143k 570S
has been joined
by a £126k 540C

Q&A McLAREN BOSS MIKE FLEWITT



What can we expect from the next generation of McLaren models?

"The next new car won't look like the 570S. We're a design company and we need to move on."

What technology do you expect for the next generation?

"Hybrid power is coming, with more control through software. The next P1 will be a significant technical step forward. I don't know exactly what, but it could be software, batteries that are more power dense and lighter, and aerodynamics will continue to develop. We're still learning. We want more weight out to compensate for hybridisation – 1200kg would be my dream. But it will be 2023 before the P1 gets a successor."

Will there be more divergence in the types of models with the next generation?

"We've got to think hard about that. We don't want to compromise the driving experience. As I say, hybridisation will come. There are lots of benefits, but it's also expensive and heavy. Will it always be about two seats? Or is that too much of a compromise? We want to be the best that we can be in our small niche; 4000 cars is a very good volume to function on, and there's enough demand for what we do."

Confidential

JAGUAR HAS HAD more than half a million people configure XEs on its website. That's about one in 10 of all visitors. Of those, it has about 150,000 people ready to order, according to global brand director Steven de Ploey, and interest is comparable with that of Land Rover's Discovery Sport, a model with a much wider potential customer base.

IMPROVEMENTS IN THE economic viability of parts and tooling for carbonfibre could allow it to become a construction tool for architectures in the future, according to Jaguar vehicle line director Ian Hoban. It currently only makes financial sense for manufacturers to build about 3000 units of a particular vehicle, Hoban said.

AUDI BOSS RUPERT Stadler has ruled out a sub-brand similar to BMW's i models, emphasising that Audi's alternative-fuel vehicles would form part of its mainstream model line-up. He also ruled out allowing Audis to be used for car-sharing schemes, because those vehicles "soon become dirty and battered and that is not a premium experience for a driver".

THE MINI CLUBMAN concept from the 2014 Geneva motor show was "very close to production" in its look, according to design chief Anders Warming. He said the production model would be seen in the coming months.



MERCEDES-BENZ HAS confirmed that it will put a small series of its gloriously unhinged G63 AMG 4x4² into production. Effectively a G63 AMG 6x6 less one axle, it has that car's outrageous ground clearance and massive tracks. Power comes from a 416bhp 4.0-litre V8. No clues about price or timing were forthcoming.

UK TO BUILD NEXT-GEN CIVIC

Honda's Swindon manufacturing plant has been boosted by the confirmation that the next generation of the five-door hatchback will remain in production there – and it will be exported to North America for the first time.

A Civic concept car at the New York motor show offered design clues to the next-generation Civic range, which will be more globally aligned in the future.

Coupé and saloon versions of the Civic in North America will be joined by the British-built hatchback. The next-generation range, due next year at the very earliest, will also include a future Type R version.



Civic concept hints
at the look of the
next generation

VW BEETLE CONCEPTS

Four Volkswagen Beetle concepts were revealed at the New York show, including one that previews an R-line edition. The other concepts were the Cabriolet Denim, the surf-inspired Wave convertible and the Pink Edition.



LINCOLN CONTINENTAL

The Lincoln Continental concept provides strong clues to the US firm's new range-topping saloon, due to go on sale next year. It will rival luxury saloons such as the Mercedes-Benz S-Class and is powered by a 3.0-litre Ecoboost V6.





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Boxster Spyder has a 3.8-litre engine, like the Cayman GT4



Boxster Spyder GT4 planned

Cayman GT4's success inspires Porsche to look at giving the new Boxster Spyder the full GT treatment

Porsche is considering building a GT4 version of the new Boxster Spyder. Spurred by demand for the Cayman GT4 exceeding all its internal predictions, a senior source at the company said, "We are looking at it right now. Much of the engineering has already been done for the

Cayman, so we think this might be a good direction for us."

A GT4 Boxster Spyder would most likely adopt the hardware seen in its Cayman equivalent. The Spyder already shares that car's 3.8-litre engine but lacks its GT3-derived fully adjustable front suspension and bespoke rear suspension. It would also

gain full GT3-specification brakes in place of the 911 discs on the Spyder, plus the Cayman GT4's aerodynamic package.

Porsche would need to watch its pricing because, at £60,459, the Spyder is already close to the £64,451 asked for the Cayman GT4, higher in its model hierarchy.

In the meantime, Grant Larson, the chief designer of the Boxster Spyder, has revealed more details on how the Spyder shed 30kg relative to the Boxster GTS, despite its bigger 3.8-litre engine.

Savings included 11kg by fitting sports seats, the same again from the car's largely

manual roof arrangement and 9kg from deleting air-con. In total, 55kg was saved, from which items including bigger brakes (12kg) and wheels (2kg) can be deducted.

Meanwhile, Porsche says the success of the GT4 makes an RS version more likely.

ANDREW FRANKEL

VW Camper van may return with electric power

THE CLASSIC VOLKSWAGEN Camper could be revived as a battery-electric vehicle, according to company board member Heinz-Jakob Neusser.

Speaking at the New York show, Neusser revealed that VW engineers and designers were working on a new Camper concept using a small electric motor driving the front wheels, and battery packs stored under the floor.

Neusser told Autocar that the design of the original

VW van was "so iconic" that any attempt at a new model would have to have three "very important" design cues: "First, the wide, solid, D-pillar; second, the boxy design of the centre section and, third, the front end must have a very short overhang. The distance from the A-pillar to the front end must be very short."

The key to achieving the unique front-end design is the fact that an electric motor would allow a much

lower bonnet line than a conventional petrol engine. This, in turn, would allow the A-pillars to be placed much farther forward than in a conventional MPV.

Neusser said that with an attractive cost base, such a car could make it into production. Work on the concept was currently ongoing at VW, he confirmed.

VW has previously experimented with bringing back the classic Camper with the 2011 Bulli concept (right).



BMW i8 'RUNAWAY SUCCESS'

The BMW i8 sports car is a runaway success, with more than 1700 sold in the past six months, says marketing boss Ian Robertson. It is so successful that used examples have been selling for at least £20,000 over list, he said.



NEXT-GEN A8 TO BE SELF-DRIVE

Audi's first autonomous car will be the next-generation A8. It is now not due before late 2017 because, say insiders, Audi has been stretched to the limit designing the new electronic architecture that will support "piloted driving".





GLC Coupé targets BMW X4

Mercedes-Benz previews rakish new C-Class-based coupé SUV that's likely to go on sale in 2017

The production version of the Mercedes-Benz GLC Coupé has been previewed for the first time in this official sketch. A car described by Mercedes as a "near production-standard study" will be shown at the Shanghai motor show later this month. Mercedes says the GLC

Coupé, which will be based on the new C-Class platform, aims to transform the GLE Coupé's four-door coupé SUV styling into a smaller format. It also says the styling of the Shanghai car will preview the look of future Mercedes SUVs.

The preview sketch suggests that the car in Shanghai will

bear a strong resemblance to the testing mule for the standard GLC, which was spied earlier this year, with a wide grille and a large, centrally positioned Mercedes badge.

With its rakish liftback styling, the mid-sized GLC Coupé will be a rival to the likes of the BMW X4. There

is no release date just yet, but it is not expected to go on sale until 2017.

The engine line-up for the GLC Coupé is expected to mirror that of the standard GLC, which is set to come with a selection of petrol and diesel powerplants. There is also the chance of a plug-in hybrid

powertrain, which is due in the GLC next year.

The standard GLC is set to be launched before the GLC Coupé, with the five-door model set to go on sale in the UK later this summer. It will be built at Mercedes' factories in Germany, the US and China.

TOM WEBSTER

More space and more tech for all-new Ford Galaxy



THE ALL-NEW Ford Galaxy has been unveiled prior to going on sale this summer. Taking styling cues from the smaller S-Max, the seven-seat Galaxy uses Ford's new front-end design with a prominent grille and slim headlights.

Inside, Ford has replaced the instrument cluster with a customisable 10in display. Second and third-row passengers benefit from more headroom than before, while rearmost passengers get armrest storage, cupholders

and temperature adjustment.

Both the second and third-row seats can be folded flat via a button on the centre console. The boot has also been enhanced with an extra 20 litres of storage under the floor.

Ford's rival for the Volkswagen Sharan and Seat Alhambra is based on the global C/D platform that also underpins the latest Mondeo. Like that car, the Galaxy gets integral link rear suspension, which, according to Ford, "delivers improved impact

absorption for a smoother ride and reduced noise levels".

Diesel engines include a twin-turbo 2.0 TDCi unit with 207bhp. The same engine will also be available in single-turbo form with 118bhp, 148bhp and 178bhp outputs. Petrol options include a 158bhp 1.5-litre Ecoboost unit and a 237bhp 2.0 Ecoboost. Ford claims fuel economy and CO₂ emissions are improved across the range.

The new model is expected to raise the current entry-level price of £25,670.

RAV4 HYBRID HERE NEXT YEAR

The facelifted Toyota RAV4 line-up will include a new hybrid version, which will join the updated range early next year. The rest of the range will reach the UK in December, offering new styling, an upgraded cabin and more safety tech.



SIMPLE WAY INTO A CITROËN

Citroën is set to roll out its Simply Drive pay-as-you-go scheme in the UK for the C4 Cactus this year. The scheme, piloted in France, means car owners pay a monthly all-in fee for everything except fuel. It has been a big hit with customers.



Power boost for revised A45 AMG

SPY SHOT
MERCEDES A45 AMG



THE FACELIFTED MERCEDES-Benz A45 AMG is set to be the most powerful hatch in its class when it goes on sale, and the revised car has been spied testing for the first time.

The test mule suggests that the majority of changes are at the front of the car. Mercedes is believed to be striking a clearer definition between the A45 and lesser A-Class models, which can be specified to look like the more powerful version. The headlights and grille are revised, while the front bumper has a redesigned lip and reshaped air intakes. The rear gets a more modest overhaul, with new tail-light graphics and tweaks to the bumper.

AMG is planning a significant power upgrade for the A45 AMG. The Audi RS3 is currently the most powerful compact hatchback, but AMG boss Tobias Moers revealed that the refreshed A45 "will be the most powerful again".

This revision could see the A45's power leap from 355bhp to as much as 375bhp, beating the RS3's 362bhp.



New Novo concept hints at Kia's future

KIA HAS PREVIEWED the styling of its future models with the Novo concept at the Seoul motor show. The car features Kia's 'tiger nose' grille and a low, aggressive stance, and sits on 20in wheels.

Inside, the Novo's minimalist design has a digital instrument cluster in front of the driver, while elements of the infotainment system can be controlled through a touch-sensitive pad that includes a fingerprint scanner. Kia says the scanner can be used to store individual driver presets.

The Novo has seating for four with leather sports seats.

Power comes from a 1.6-litre turbocharged petrol engine, with drive sent to the front wheels via a seven-speed dual-clutch automatic transmission.

Hinting that the Novo could be more than a concept, Kia says it has a history "of delivering production vehicles that bear a strong resemblance to concept vehicles that precede them. The Novo concept provides a glimpse into Kia's plans for its future compact car line-up."

Tester's Notes

Matt Prior

McLaren's 570S could be the ideal everyday sports car



Am I alone in feeling warmer towards the McLaren 570S, the company's new, entry-level Sports Series car, than I am to McLaren's bigger motors, the 650S and 675LT?

I say 'bigger', but it's not size that separates McLaren's new car from its existing ones. The 570S is lower-tech; it doesn't get the linked hydraulic suspension and active aero you'll find on the 650S and 675LT Super Series cars, and it has aluminium panels, not composite ones, clothing its carbonfibre tub.

But the most notable things are horsepower and cost. The 570S develops fewer horses and requires less money. And those attributes are why, I think, I'm more naturally inclined to feel a bit gooey towards it.

This is idle conjecture of the sort that's the specialism of this column, you understand, but obtaining 562bhp from the 570S's twin-turbo 3.8-litre V8 feels to me like an easier, more

Make a car less powerful and at once you make it more accessible and more usable

responsive and less boosty job than squeezing 641bhp from the same-capacity unit in the 650S.

Turbocharging has seemingly joined death and taxes as an inevitability in life, and new turbocharged engines are becoming ever more responsive. But, as a rule, the lower the boost, the shorter the lag time. And I like the idea of that.

Then there's the cost. Not that it matters to me, because I'm no more likely to walk on Mars than I am to amass the £143,000 I'd need to buy a 570S, but there's

no conjecture in knowing it's easier to find £143,000 than £200,000-plus.

And I think less powerful, more affordable cars are a better fit with the times. We've said it before on these pages and will no doubt be saying it again, but make a car less powerful and at once you make its performance more accessible and the car more usable.

Certainly, more affordability and usability seem like a good fit with McLaren. One of the nice things about a 650S is that it's an easy, comfortable car to drive – more so than its Ferrari or Lamborghini counterparts. If you're spending nearly a quarter of a million quid on a supercar, though, there's an argument that you might not want it to be usable, just spectacular.

At Porsche 911 Turbo, Audi R8 or Aston Martin DB9 money, which is where the 570S will find itself, I think the way people use sports cars is different from how they use raw, old-school supercars. I think there is an expectation that these are cars you could use daily, and that plays to some of the strengths that have been evident in McLaren's cars since it first launched the MP4-12C.

Since that car, McLaren's range has hopped about a little, almost nervously. But if the 570S does what it should, I get the feeling that finally, confidently, it will have planted its feet.



McLaren's inherent usability was evident in the original MP4-12C

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Go Further



A Week In Cars

Steve Cropley



Hyundai i20 does all the ordinary stuff perfectly

MONDAY

Curious cruise to the Midlands in what, at first, seemed Europe's ideal car, the Hyundai i20. It's big enough for a growing family, small enough for the city, simple to own and operate, beautifully built, protected by a better warranty than most first owners will ever need and entirely invisible to car thieves and motorway cops. In short, it's ideal for the many people who are a bit apprehensive about car ownership and whose priority is to make a sensible buying decision about their next car and avoid shelling out to keep it going.

Which is why, after starting to like the i20, I soon became frustrated with it. It did all the ordinary stuff perfectly, but when it came to having a zesty top end to the engine, or having seats that support you in corners, or dampers that could cope with a bad section of the Fosse Way – or doing anything at all out of the ordinary – it wasn't at the races. The big fault I see is with Hyundai's philosophy. The company has built a huge and thriving business by being exceptionally ordinary. Driving the i20 is a bit like having a friend who could probably beat Usain Bolt over 100 metres – but chooses not

I keep thinking about a car with the soul of an Alfa Romeo, built with Hyundai quality and logic

to try. In my frustration, I keep thinking about a car with the soul of an Alfa Romeo, built with Hyundai quality and logic. It'd be the best in the world.

WEDNESDAY

Jaguar Land Rover's latest excellent decision is to appoint Nick Rogers as engineering

chief across its two marques, surely one of the plum jobs in the entire world industry. Apart from being an exceptionally nice guy and the owner of a Land Rover Series 1, 47-year-old Rogers has worked at Land Rover for 31 years and his two most recent new models are the current Range Rover and Range Rover Sport. What more credentials could a bloke need?

FRIDAY

I'm on holiday this week, dogged by a problem that occurs often in modern cars: obtrusive road noise. The missus and I have tried several cars for parts of our sojourn. What we need, of course, is an SUV – but our long-term Range Rover Sport is away, singing for its supper. Everyone seems to have a different

Rogers is a good choice as JLR engineering chief



justification for owning one of these fundamentally heavy, bulky vehicles; we have five. The higher seats give a better view over the Cotswold walls where we live, cabin and load access is easy, there's a promise of longer suspension travel (hence a softer ride), and the high clearance and 4x4 get you home in snow or when parked in some farmer's boggy field. But the best advantage is low road noise. If cars had a legislated road noise quotient on their windscreens, as well as all the current CO₂ guff, it'd be a big step forward.

SUNDAY

As a lifelong F1 fan, attracted to the sport the day I first saw eight outrageous exhaust stacks on Graham Hill's 1962 championship-winning BRM

P578, I've never got over this sport's ability to confound you. After Melbourne, for the first time in my life, I honestly thought F1 might be heading for the carpet, fatally wounded by a complex combination of high costs, declining revenues, a lack of hero drivers and an engine formula so complex that even the most practised in the business couldn't fathom it. Then the circus goes to the Malaysian GP and it's all different: unfancied Ferrari shows that Mercedes and Hamilton are beatable, there are signs of stirrings at formerly hopeless McLaren Honda, and Fernando Alonso (over whom rumours of career-limiting medical problems hung) gets straight back to doing his usual: extracting more from a racing car than it seems to justify.

And another thing...

The government has just helped car owners by offering a £1500 grant to buyers of battery two-wheelers. Buy a scooter like our BMW C Evo and save your car money for something that's really capable out of town.



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Official fuel consumption for the Fabia range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ Range 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

ŠKODA



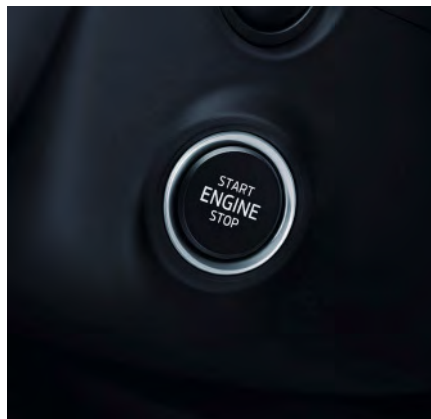
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Toyota Mirai

26.3.15, Nagoya, Japan Series-production hydrogen fuel cell vehicle starts a new chapter for EVs

The Toyota Mirai (Japanese for 'future') is as eye-opening in real life as it appears in photographs. The root of this extraordinary look lies in the two large but very functional air intakes in the nose that feed the electric-powered saloon's fuel cell stack with oxygen.

This styling logic feeds through to the rear of the car, where the front intakes are echoed by huge rear light clusters that look like they might be extractors but aren't. The extended rear wheel arches, it seems, are meant to tie in with the huge frontal air intakes, relaying a sense of the air being sucked in and nothing but water being ejected from the tailpipe. Whichever way you look at it, it doesn't have the easy-on-the-eye futurism of the Honda FCX.

The interior is rather less extreme and in keeping with what you might expect from a fuel cell vehicle. The surface quality of the plastics seems rather higher than you find in the

hybrid Prius and the large central touchscreen feels right when you are seated in the car, even if it looks odd in photographs.

Under the skin, the Mirai has a very unusual layout. It's a pretty big car (4.9 metres long and 1.82m wide) and is fairly typical in that it is front-wheel drive with MacPherson struts up front and double wishbones at the rear. But that's where similarities with conventional cars end.

In the engine bay is an electric motor, mounted transversely, with the power control unit sitting on top of it. A new, compact fuel cell stack sits under the front seats and the fuel cell booster is attached to its forward end, in effect sitting between the front seats. The fuel cell stack is a matter of great pride for Toyota engineers. Compared with the company's previous attempt in 2008, the new unit is claimed to have more than double the specific output (3.1kW per litre versus 1.4) and is a fraction over 50% lighter.

The fuel cell stack uses an all-new '3D mesh' cell design, which, in simple terms, clears the waste water away from its surface, allowing the flow of oxygen to the catalyst layer to be improved. The stack can start in temperatures as low as -30deg C and is said to have the same lifespan as a conventional internal combustion engine.

The fuel cell stack has more than double the specific output of the firm's previous attempt

It can power your home's electrics, too

THE TOYOTA MIRAI can supply a home with electricity during a power cut. In a country prone to natural disasters such as Japan, such occurrences are relatively common.

Toyota can supply a VH2 DC-AC power supply unit, which can be connected to a property's electrical system. This draws up to 9kW from the Mirai's fuel cell stack and uses it to power the home's lighting, TV, fridge and air-con for at least two days if the hydrogen tanks are full.





Mirai drives with the same smoothness as any rival EV, but its low-slung weight brings a little more agility into the mix than you might expect



Plastics feel of a higher grade than in a Prius and the central touchscreen is well sited; electric motor is mounted transversely in the car's nose

One hydrogen tank is mounted under the rear seat and the other is behind the rear seat. A nickel-metal hydride battery pack sits on top of the second tank. Underneath, the car has a full-length undertray, something made possible by the absence of a hot engine and exhaust pipe.

When you look at a cutaway picture of the Mirai, it's clear that an



Intakes direct oxygen to the fuel cells

awful lot of tech has been packaged in what is a pretty conventional structure. However, even though the rear overhang isn't ridiculously long, the amount of boot space is more than a token effort.

As you might expect with an EV, there's not much more to do than press the starter button and push the short lever into drive... and the car hums away. Which, for a keen driver, is the problem with many electric cars. Unsurprisingly, they have a similar character to each other, with smooth, almost silent powertrains, a substantial chunk of torque from standstill and pretty brisk acceleration up to around 50-60mph. It's not that these cars are characterless but more that they are surprisingly similar to each other to drive.

The Mirai is no different. On the brief drive that we had in a production version of the car, it was everything mentioned above. It did, perhaps, feel its weight a little (the

torque and power figures are on the low side for a car weighing more than 1.8 tonnes) but it felt properly pinned down and rode well on smooth-surfaced Japanese roads.

The low-down weight (the Mirai is well balanced front to rear) does give the car a little bit more agility than you might expect and it is keener to respond to inputs at the steering wheel as well.

Taken as a large, front-drive saloon, the Mirai would be nothing more than competent. But it is a huge technological achievement: a practical, usable, series-production fuel cell vehicle. It will be launched in Europe this September and first-year production has already been hiked from 400 to 700 units. Toyota expects to sell 3000 examples in 2017. It is a small start for the long-promised hydrogen revolution. But the energy density of the gas and ability to refuel quickly means this technology has much going for it.

HILTON HOLLOWAY




TOYOTA MIRAI

A technological marvel that shows Japan is ahead of the game in production fuel cell technology



Price	£56,000 (est)
Engine	AC electric generator
Fuel cell	Polymer electrolyte, 3.1kW/l output
Power	153bhp
Torque	247lb ft
Gearbox	Single speed
Kerb weight	1850kg
Top speed	111mph
0-62mph	9.6sec
Range	300 miles
CO ₂ /tax band	Zero at tailpipe, 5%

MANUFACTURER'S CLAIMED FIGURES



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QUICK FACTS

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Ford Fiesta ST3 CP3

26.3.15, Surrey Aftermarket kit turns up the wick of our favourite junior hot hatch to 270bhp

The Fiesta ST CP3 is a chance for fans of Ford's superb hot supermini either to wince and shake their heads in disapproval or sit up straight and take notice, depending on how they like their hot hatches. We were all ears when Mountune announced it was hiking the ST's power from 180bhp to 212bhp back in 2013. For 2015, Collins Performance has raised the bar somewhat. Its ST, in this state, produces 270bhp and 265lb ft.

This represents the third tier of Collins Performance's ST upgrade packages. A Mongoose exhaust, Airtec intercooler, ITG induction system, CPE turbocharger and revised ECU mapping are your rewards for choosing to laugh in the face of tiers one and two. And the cost? A full £2965, including fitting and a discount for letting Collins Performance keep your old turbo. Our car was also fitted with the firm's Dynamic Chassis upgrade, which swaps the ST's standard front

wishbone and rear beam bushes for stiffer ones and costs a further £440.

The CP3 Fiesta is noticeably more aggressive from the moment you press the Collins Performance-branded starter button. Pulling away reveals two things. First, Collins Performance hasn't messed with the gearbox, which is a very good thing. Second, and less appealing, is the amount of vibration sent through the cabin by the exhaust as the car pulls out of low revs. Around town, it's a matter of persevering with them, but you'll probably forget them out on the open road. Flooring the throttle is followed by a second or two of the new turbo whistling into life before the front wheels and traction control begin some serious negotiation.

However, power and torque delivery is progressive enough to ensure that traction wins the day, the steering wheel doesn't squirm uncontrollably in your hands and performance is hold-on-tight quick.

Some of the figures we recorded

tell the story. The CP3 Fiesta was 1.4sec quicker over 30-50mph and 1.8sec quicker 50-70mph in fifth than the standard ST. We also managed to fire it from zero to 60mph in 5.9sec – a second quicker than the standard car.

Of course, just like the standard ST, stamping on the power too early mid-corner causes the front to run wide, only more dramatically so. But this is just as easily remedied by lifting off, listening to the turbo exhale with a hiss, feeling the back wheels inch out and tucking the front wheels back on course.

Collins Performance found that the CP3 pack made the ST's standard chassis snappier at the rear than usual but, if anything, we think the front end has lost just a hint of its urgency with the Dynamic Chassis upgrade's stiffer bushes.

The CP3 comes as standard with a CP-branded starter button, bootlid sticker and engine cover but, thankfully, not the side stripes on

the exterior; they're another £120.

Bear in mind, too, that Collins Performance packages aren't recognised officially by Ford, so fitment of one will invalidate your manufacturer warranty, although Collins Performance will sell you a third-party warranty.

To keep costs down, Collins Performance will also sell the upgrades as parts for you to fit yourself. Either way, it's a pricier prospect than Mountune's MP 215 upgrade, but it's a fair one, given its more advanced mechanicals and subsequent performance figures.

We still think the Fiesta ST is best in its standard state, but this is a truly entertaining way to spice things up.

RORY WHITE

FORD FIESTA ST3 CP3

We wouldn't void the warranty on a standard Fiesta ST, but this CP3 upgrade is potent and usable



Price	£22,360 (£2965 for the pack, fitted)
Engine	4 cyls, 1596cc, turbo, petrol
Power	270bhp at 6250rpm
Torque	265lb ft at 3400rpm
Gearbox	6-spd manual
Kerb weight	na
Top speed	na
0-60mph	5.9sec (tested)
Economy	na
CO ₂ /tax band	na

MANUFACTURER'S CLAIMED FIGURES



Cabin is virtually unchanged from standard; the front can run wide, but a lift of the throttle allows the rear to help you correct it



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997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
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SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
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Kia Venga 1.4 CRDi SR7

1.4.15, Surrey Mini-MPV gains revised looks and more standard kit as part of a mild facelift

The car world is always transforming. Models come and go and even the firms that build them are ultimately subject to a beginning, a middle and an end.

Happily, it seems that Kia is firmly entrenched in its 'middle' phase, and long may it continue. But you will have spotted Kia's morphing from budget manufacturer to mainstream player. In the process, its cars have not only become better built, more stylish and superior to drive but also more expensive.

Not all the changes have been seismic, though, as we can see with this mild facelift of the Venga, which, at £14,895 for the 1.4 CRDi SR7 model, is bang on the money of rivals such as the Nissan Note and Honda Jazz.

Outside, the changes mean a bigger grille, sharper-looking bumpers and, on the SR7, new 16in alloy wheels. Tyre pressure monitors are now standard, as are air-con, electric windows, automatic lights, rear parking sensors and Bluetooth.

Despite its being just 10cm longer than a Ford Fiesta, the Venga has space inside for four six-footers. Indeed, with no transmission tunnel in the rear, it will facilitate a fifth person, too, if you don't mind some friendly rubbing of shoulders.

So is the boot tiny as a result? No, there's 440 litres of luggage space back there, extending to 570 litres if you drop the boot floor to its lowest setting. You can also fold both rear seats in one simple action (they tilt and slide, too) for a full 1253 litres and including a totally flat load deck.

The driving position is good, with lots of adjustment for the steering wheel and seat. There's also a good-sized glovebox and plenty of oddment storage dotted around. The basic infotainment system, with its dinky, old-school display, is a little fiddly, but given time you eventually become its master.

The cabin lacks soft, tactile surfaces, but the plastics are decent enough, even if the overall design is

a little unimaginative. The interior feels light and airy, but your view forward is hampered by fat A-pillars, and the swooping rear window line limits your view back.

The 89bhp 1.4-litre diesel engine manages to seem quicker than the 0-62mph time of 14.0sec would suggest. It's no fireball and overtaking needs planning, but it's fine for everyday use in town and a bit of motorway driving.

Refinement isn't its strength, though. It rattles at idle and becomes raucous at its upper limits, by which point you'll be desperate to grab another gear. Happily, there are six ratios to choose from and the manual gearbox is pretty slick to use.

The ride/handling balance is fine for a car of this type. Overall, it feels safe and secure, and although it tends to fidget over small undulations, the ride never gets crashy. The steering would benefit from some feel, but it is light when you're twirling it around town.

Which all sounds just fine, but in this world of change, the new Venga hasn't changed enough. It's still practical, well built and easy to drive, plus it's pretty well equipped in SR7 trim. Elsewhere, it feels adequate rather than great, but it's the lack of refinement from the 1.4 CRDi engine that really knocks it down. As a result, if you really want a Venga, we'd suggest you buy the 1.4-litre petrol model over the diesel.

Ultimately, though, you'd do better to go for a Jazz or Note. This type of car is chosen for pragmatic reasons, and both of the Venga's Japanese rivals are measurably better. They equal the Venga's practicality but are more refined and, as a result, easier to live with.

JOHN HOWELL

KIA Venga 1.4 CRDi SR7

Roomy cabin and big boot but poor engine refinement. It's good, but its main rivals are better



Price	£14,895
Engine	4 cys, 1396cc, turbodiesel
Power	89bhp at 4000rpm
Torque	162lb ft at 1750-2750rpm
Gearbox	6-spd manual
Kerb weight	1345kg
0-60mph	14.0sec
Top speed	104mph
Economy	62.8mpg (combined)
CO ₂ /tax rating	119g/km, 21%

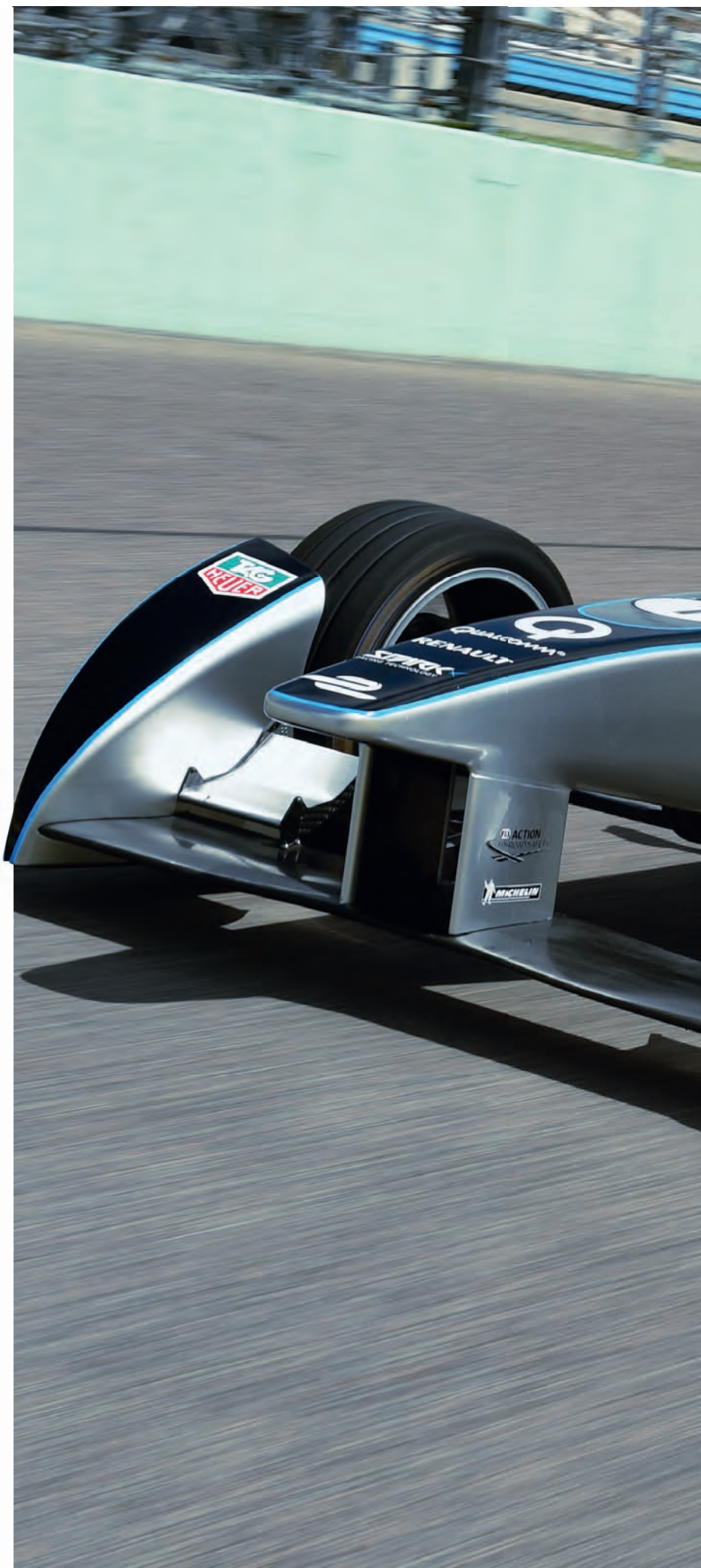
MANUFACTURER'S CLAIMED FIGURES



It's light, airy and roomy inside, but the design is unimaginative; progress is adequate rather than good with the unrefined diesel

FULLY CHARGED

All-electric
Formula E
claims to offer
a new vision for
motorsport, but
is it exciting?
Jeremy Taylor
gets behind the
wheel of the
single-seat racer
to find out





Homestead-Miami Speedway usually echoes to the roar of Nascar V8s and 65,000 adoring fans. That might explain why every marshal I whisper past in my electric racing car looks more than a little bemused. This Formula E machine may be an eye-catching winner, but the Florida marshals are scratching their heads. Where's the growl of an 850bhp Hemi, spitting fire and high octane from every tailpipe?

It's true that Formula E doesn't offer ear-splitting decibels, but after experiencing the inside of the cockpit at 140mph, I can tell you that it still screams pure excitement.

I've travelled 4500 miles from London to the Sunshine State to be the first British journalist to drive a Formula E car in the US. This may be the land of the free, but strict public liability laws mean I'm not allowed to drive on the Miami road circuit currently being fenced off in the city centre. (The Miami ePrix was eventually won by Nicolas Prost.)

Instead, I'm hurtling around the 2.2-mile road course at Homestead, which incorporates some of the banked oval of the Nascar circuit. With 14 bends and full-throttle curves, it's pure adrenalin for rookies like me.

As I pass the pit lane flat out, the advice of my mentor, former Formula 1 driver Nelson Piquet Junior, is still ringing in my helmet: "Be careful of the carbon brakes. They're very strong and easy to lock. Heat them up slowly, which sometimes means braking early into a corner."

Comparisons with an F1 car are obvious. It's tough keeping my head still because of the wind buffeting my helmet. The cockpit has all the comforts of a medieval torture chamber and I'm developing Popeye's forearms in trying to hit the apex of every curve.

I ACCELERATE ONTO THE STRAIGHT AND SPENT RUBBER BOUNCES OVER MY HELMET

I drove an F1 car in 2001 and struggled to cope with the bottomless pit of power on tap. And although Formula E cars can be catapulted to 60mph in three seconds, the 800kW battery developed by Williams provides more than enough kick to keep it wildly entertaining.

Even braking late into a second-gear hairpin, the set of 18in Michelin tyres glue the car to the track. As I accelerate onto the straight, a handful of spent rubber bounces over my crash helmet and HANS (head and neck support) device.

I'm on lap five and it's only the four paddles on my detachable steering wheel that still require some mastering. They're so close together that it's easy to squeeze the wrong one – especially on an uneven stretch of Homestead asphalt.

The top two paddles change up and down through the four-speed, fixed-gear transmission (the latest Formula E cars are five-speed). However, it's the bottom pair that are unique to this style of racing. The bottom right one activates energy regeneration under braking – topping up the car's battery pack and conserving power. The fourth paddle, meanwhile, is tagged FanBoost, which allows fans to play a role in determining the outcome of a race using an →



All Formula E cars are currently built to the same specification and energy conservation is a vital part of racecraft; our man gets final briefing and then leaves the pit garage



Taylor watches the Formula E car in action before his go



The three rotary dials
affect torque and
energy recuperation



Bodywork and wings are a mix of carbonfibre and Kevlar and are made by Dallara



FanBoost gives a driver a five-second power boost based on voting during the race



← online voting system. The driver with the most votes receives a power boost of 30kW (40bhp), meaning that the car will drive with up to 270bhp. The boost lasts for only five seconds, but it can be vital on a narrow circuit where there are few overtaking opportunities.

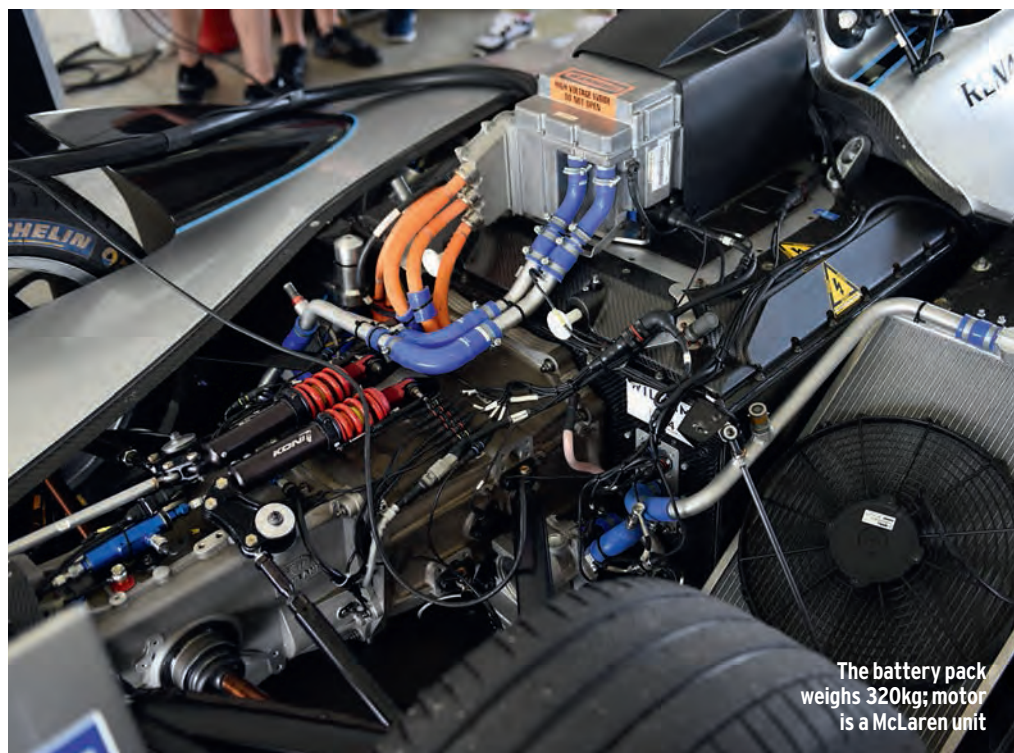
Below a central LCD screen are three rotary dials that I've been told not to touch. Two of them regulate regeneration under braking, and the third controls torque during the race.

Inside the cockpit, the car is anything but quiet. It sounds like a distant fighter jet under full throttle when you floor the accelerator. However, it's not all good. A grating whine from the transmission at lower speeds more resembles a British Leyland gearbox.

F1 and Formula E do compare on one level: comfort in the cockpit. It's hot, sweaty and uncomfortable. By the time I unclip my five-point harness, my fireproof underwear and racing suit are drenched. I'm smiling and would happily take on another five laps, given half a chance.

Later, I ask Piquet, who now competes in Formula E for China Racing, how similar the Formula E car is to an F1 machine.

"Although the two cars look the same, you can't really compare them," he explains. "F1 technology has been advancing for 70 years.



The battery pack weighs 320kg; motor is a McLaren unit



Top speed is 140mph;
0-62mph is quoted
as three seconds

Twelve months ago, the first Formula E car wasn't even built.

"Both cars handle in a similar way, but the driving technique is totally different. In Formula E we only race on street tracks and use one set of all-weather radial tyres. The aim is always to conserve energy, rather than worry about a complicated strategy for taking on fuel and changing tyres.

"It's different in the cockpit, too. In F1, you play around with the KERS settings or adjust the angle of the wing. We pay more attention to energy conservation, especially temperature levels around the battery pack, which affect performance."

AN INCREDIBLE 50 CITIES HAVE ALREADY OFFERED VENUES FOR NEXT SEASON

Piquet admits that the only electric car he had driven before joining Formula E was a two-hour road test in a Tesla. "I never considered an electric car before, but now I realise that the technology we use in Formula E will accelerate the development of the electric cars we drive on the road," he says. "I think Formula E is a much purer form of racing, because drivers don't get constant diagnostic feedback from their team. They are out there on their own, making decisions for themselves."

The surge of interest in the inaugural series means that an incredible 50 cities have already offered venues for the 2015-2016 season. By the time this year's 10-race series reaches its climax at the London ePrix in Battersea on 27 June, more than 500,000 fans will have watched electric car racing live for the first time and tens of millions more will have tuned in on TV.

And although all Formula E cars are currently built to the same specification, car manufacturers will join the fray next season. That will raise the level of competitiveness within Formula E even higher. Battery life will improve, speeds will increase and more teams will be lured into the pit lane. Who knows? Maybe soon F1 will be looking over its shoulder at the future of single-seat motorsport. **A**

E-MAZING FACTS



Formula E has 10 teams and 20 drivers. Races last 40 laps. Drivers pull in to the pit lane halfway to swap into an identical, fully charged car.



The sound of a Formula E car can reach 80 decibels, which is slightly louder than a conventional road vehicle.



Cars are charged from glycerol generators. Glycerine is a carbon-neutral by-product of biodiesel production. It's so pure you can drink it.



Teams are allowed two spare wheels per car – one for the front and one for the rear. The rule has dramatically reduced running costs.



Formula E uses a BMW i8 hybrid as the safety car – the only combustion engine you will ever see on the track.



THE ONLY WAY IS UP

As more car buyers migrate to high-riding SUVs, Seat is exploring a future offering with this, its Iron Man-inspired 20V20 Geneva show concept. **Matt Burt** finds out if it's a superhero

According to exterior designer Amín Sádek, there's a little hint of Iron Man in Seat's new 20V20 crossover concept. In the comic/movie franchise, Tony Stark, the fictional character inside the superhero suit, is kept alive via a circular electromagnet embedded in his chest. A similar device also brings the 20V20 to life, although you can get away with carrying Seat's Personal Drive Device (PDD) in your pocket rather than undergoing surgery.

The PDD is a circular object the size of an ice hockey puck. It is a magnetic 'key' that a user locks into a cradle on the concept car's centre console. Once in place, it controls interior functions such as driving modes, heating and infotainment options.

It's one of several clever features on Seat's bold concept, which we're getting a closer look at, plus a short drive in, following its star turn at the recent Geneva motor show.

The 20V20 – or, to give it its full Spanish name, 'vision veinte

veinte' – is important. Its bold creases, slashes and folds serve as a shop window for the next evolution of Seat's design language. More significantly, the 20V20 signposts the company's intention to create crossovers and SUVs to augment its model range.

The potential of such vehicles for Seat becomes clear on our short drive from Barcelona airport to the Castellolí race track, where we're due to sample the one-of-a-kind 20V20. The motorway is filled with battered Toledos, shiny Exeos and enthusiastically driven Leons, but almost as numerous as the homegrown fare are Nissan Qashqais and Volkswagen Tiguan.

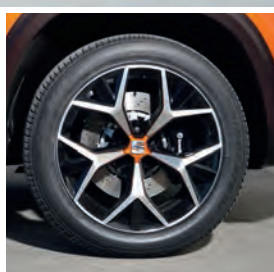
What an opportunity. To bring their own version to market as quickly as possible, Seat's bean counters at Martorell must be tempted to roll up their suit sleeves, scurry down to the shop floor and screw together a crossover themselves.

"When you analyse the market, you notice that customers are going away from MPVs to crossover-SUVs because they can combine a little bit more personality with high functionality," says Sádek.

At Castellolí, I set eyes on the burnt orange concept. First thought? It's even →



High-riding SUV would give Seat entry to a booming sector



20V20's styling expresses Seat's brand thinking, says Sádek, with the rear end's negative angles in particular conveying dynamism and power



◀ more muscular and sharply styled than it looks in the pictures. At 4.7m, it's 20cm longer than a Leon hatchback and has a 2.79m-long wheelbase with a 1.65m-wide front track. A jacked-up ground clearance of 228mm and 20in alloys enhance its road presence.

The first real SUV we'll see from Seat won't be as grand as this Audi Q5-sized concept, however. Instead, it'll be something to rival a Qashqai. That's not to say the company won't make one as big as the 20V20 at some point, but for the moment we're likely to see design cues drawn from it for the next Ibiza supermini.

"There are three key words we use to define our future design DNA: tensional, characterful and sculptural," says Sádek.

The 20V20 is aimed squarely at the young at heart and will help to reinforce Seat's positioning as the hip and happening VW Group brand. Seat's designers set out specifically with a crossover-SUV in mind. "The proportions have evolved, but this kind of concept car was clear from the beginning," says Sádek. "It's a new segment for Seat and it's refreshing to have the opportunity to develop our future DNA in such ways."

The design team spent a lot of time perfecting the 20V20's side profile, particularly, says Sádek, the "proportion of the glasshouse compared with the body". The 'cab back' profile and negative angles at the concept's rear add to its dynamic stance, giving the impression of "an arrow that is ready to be launched from a bow" and evoking a sense of power.

As bold as the exterior is, the interior steals the show. The aggressively angled A-pillar means you have to duck low to get in. The concept's seats have a striking design with, in another nod to Seat's favourite superhero, the backrests mimicking the design of the ribs on Iron Man's body armour. However, you tend to perch rather than sit on them, prompting a rather awkward driving position.

To start the 20V20, you place your Iron Man-style PDD left and right calls up all manner of menus that can be displayed on the three TFT screens that dominate the dashboard. There's a small screen to the left of the steering wheel in this left-hand-drive vehicle, the main dashboard display behind the wheel and the infotainment screen at the top of the centre stack. With most of the functionality incorporated into the PDD and displayed on the screens, there's

Mesonero-Romanos. If you want, the friendly voice can also tell you about your upcoming agenda.

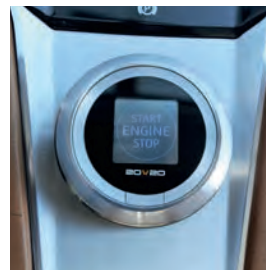
Personalisation is key. "You can have your own settings stored in the cloud," says Sádek. "So you have your music and your agenda, but also settings for the car: the colour of the ambient lighting, the different displays on the screens and so on."

While the PDD is currently too big to wear on your wrist, it's not hard to envisage a version that could be incorporated into a smartwatch, bringing together our cars and our personal devices.

"Connectivity is key," says Sádek. "Twenty years ago, radio or air-con was optional in a car; today you wouldn't believe it isn't there. In the future, you won't need to ask to have your car connected. It's a part of technology we cannot deny."

Rotating the PDD left and right calls up all manner of menus that can be displayed on the three TFT screens that dominate the dashboard. There's a small screen to the left of the steering wheel in this left-hand-drive vehicle, the main dashboard display behind the wheel and the infotainment screen at the top of the centre stack.

With most of the functionality incorporated into the PDD and displayed on the screens, there's



Interior is even more striking thanks to Iron Man-inspired seats and three TFT screens that keep the dash free of all but essential controls



THERE'S A HOVERBOARD WHERE YOU MIGHT EXPECT TO FIND A SPARE WHEEL

a minimalist feel to the interior. A floating centre console has space behind it for two sunglasses cases. The console itself carries the buttons for start-stop, hill descent control and parking assist; above them are the climate controls. Behind the steering wheel are paddle shifters and slender stalks for the indicators and lights.

Press the brake pedal and the PDD simultaneously and the engine fires into life. Shift the gearstick into Drive and you're away. The 20V20 is four-wheel drive, with a petrol engine hooked up to a dual-clutch automatic gearbox. Seat says a real-life 20V20 could accommodate petrol, diesel or plug-in hybrid powertrains.

I'm told it has a Leon Cupra powerplant under the bonnet, but it's academic because the 20V20 also has concept-spec cooling (not very effective, in other words), so our drive around Castellolí is restricted to 40km/h.

Still, it's sufficient to get a feel for the car's powerful stance, if not its dynamic qualities. Inside and out, it has a broad-shouldered feel. The doors, unrestricted by the need to add crash protection and insulation, have a scalloped design that means there's huge amounts of elbow room.

Head room, by contrast, is snug – the trade-off for that aggressively swooping roofline. With its cavernous 500-litre-plus luggage space when the large tailgate is opened, I'm put in mind of a shooting brake. Should the 20V20 reach production, expect to find an extra pair of seats back there, making it a seven-seater.

Right now, though, the interior puts the 'fun' into 'functionality'. In the boot, there's a torch stowed on the wheel arch cover for those late-night sorties to Barcelona's beach bars, a pair of suitcases installed in the boot floor for weekends away and even an electric hoverboard where you might expect to find a spare wheel. The idea is that you can park up your 20V20, extract your PDD and use it to navigate the remainder of your journey on the hoverboard.

The idea of a production-spec hoverboard may be a flight of fancy, but will the 20V20 ever roll down the Martorell production line? Sadek says that the vehicle has "believable packaging and proportions, not crazy ones. It's a show car, but we wanted to stay true to the principles of the brand and show what we are capable of doing with our design in a more product-oriented way".



GLOWING ROADS, TAKE ME HOME

Are high-tech motorways that can repair themselves and communicate with our cars the stuff of fantasy? **John Evans** speaks to the scientists trying to make them a reality

Roads that can repair themselves, recharge electric vehicles as they drive along them and communicate with a car's steering, braking and suspension sensors could emerge in the next 10 years.

The ideas are currently being tested by a consortium of research organisations around the world, including the UK's Transport Research Laboratory (TRL), an organisation that develops, tests and helps to implement new transport strategies and technologies. Under the name Forever Open Road (FOR), these organisations are developing

techniques, strategies and systems to ensure that roads (at least major ones) remain open and working as much as possible.

Driving all this is the predicted growth in the vehicle population over the next few decades. There are currently 36 million vehicles on our roads. But as the population expands, the country moves out of recession, GDP per capita (the country's income divided by its population) increases and fuel costs fall by as much as 24% (at least for cars, as their economy improves), the number of vehicles is forecast to grow by 19% over the next 10 years alone – to almost 43 million.

As a result, average journey times on major roads are expected to increase and speeds to fall by around 8%.

It sounds like a recipe for disaster, as the roads get ever more congested, their condition deteriorates, roadworks dominate and journey times become impossible to predict.

However, one man believes he may have the answer to at least some, if not all, of the problems. Around seven years ago, the TRL's Bob Collis had a vision for roads that never close, therefore keeping the traffic moving.

In 2010 he managed to persuade similar organisations around the world to share his idea, and the →

● Porous, low-noise surface can reflect light to enhance night driving.

● In-built sensors monitor traffic conditions and control traffic flow, and even take control of vehicles in emergencies.

● Removable communication and power channels for lane control, traffic monitoring, driver information and condition monitoring.

← FOR concept was born. Against the backdrop of recent advances in autonomous technologies, vehicle connectivity, solar power and wireless communication, not to mention developments in road construction techniques and materials, the programme is now gaining real momentum.

"I call it the fifth-generation road," says Collis. "The first roads were tracks, then 2000 years ago they were paved to protect them from rain. About 200 years ago they were covered in Tarmac to make them smoother and more resistant. In the 1930s we saw the first motorways. Now we're well into testing and developing the next generation of smarter, tougher and more adaptable roads, roads that can do a multitude of things from repairing and powering themselves to directly influencing vehicle behaviour."

Among FOR's many ideas are building roads in a modular form

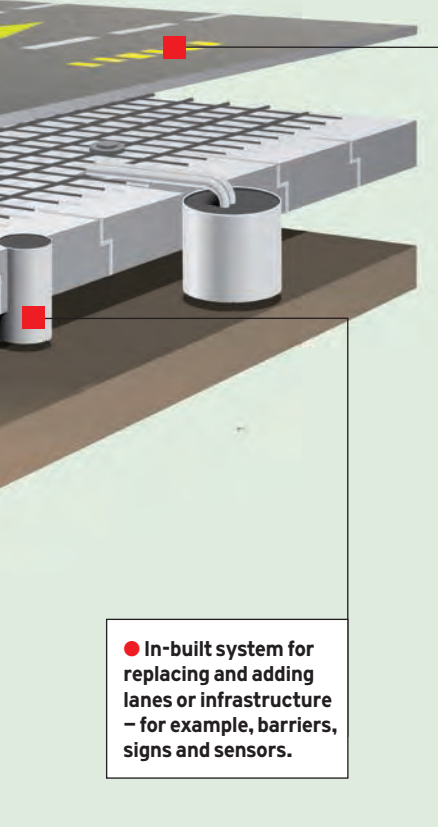
that will allow a damaged or failing section to be quickly and easily replaced. These sections will contain all the drainage and communication systems and technologies to enable them to be quickly 'plugged' back into the existing network. The road will be able to monitor its own condition using sensors embedded in it. These will detect potholes and sub-surface cracks, and relay the information to a control centre. These same sensors will receive information from cars, which, as they pass over the damaged road, will be able to report adverse wheel and suspension movements.

Meanwhile, scientists at Delft University in Holland are developing concrete additives that rejoin and reseal the road's base when it cracks under pressure. Another of their trials involves blending steel fibres with the concrete. As the road ages and becomes brittle, the fibres could be heated by an electric current,



New solutions are required to address the predicted rise in the number of vehicles

● In-built power system for electric vehicles.



● In-built system for replacing and adding lanes or infrastructure – for example, barriers, signs and sensors.

CHARGING INTO THE FUTURE

IF PACKING THE road of the future with sensors, pipes and solar cells weren't enough, scientists at the Transport Research Laboratory are also considering filling them with lengths of coiled wire.

The coils would enable electric cars to be charged as they drive along, without having to park up and be plugged into a socket. The coils would create a magnetic field between themselves and a coil in the electric car, enabling wireless power transfer (WPT) to take place. A continuous-coil WPT system is being tested in South Korea.



Meanwhile, Denis Naberezhnykh, the head of the project at the TRL, says car makers are looking to roll out static WPT systems in order to enable parked-up charging.

"Wireless power transfer overcomes the immediate challenges that electric vehicles face," says Naberezhnykh. "There's the fact that you need to plug the car in, as well as range concerns. You don't have to plug it in with WPT, and with a well-developed infrastructure of plug-in and WPT, an electric vehicle begins to look much more attractive."

"However, being realistic, I don't expect anything to be implemented before 2020, although there will certainly be on-road trials in the UK before then."



Interactive lighting would sense traffic as it approached

SENSORS WILL BE ABLE TO CHANGE THE BEHAVIOUR OF PASSING CARS

restoring the road's suppleness and prolonging its life.

Roads will be able to clean themselves, too, by using an ultra-smooth surface that will allow grit to be easily washed away. Being hydrophobic, it will also repel water.

Road salt could be made a thing of the past. Pipes located just below the road surface and containing a special fluid could be heated by the sun. At night, the heat would be released to keep the road clear of

ice. Alternatively, the liquid could be cooled to prevent extreme sun damage to the road in the summer.

The surface will also be highly reflective, making the road and the immediate area brighter, so roadside lighting could be dimmed or removed, while interactive lighting would only come on when it sensed traffic approaching. Moves are already afoot in Holland to remove the need for conventional lighting. On a 600-metre stretch of road in the city of Oss, so-called 'glowing lines' on the road surface, which absorb light during the day and release it at night for up to eight hours, have replaced traditional street lights.

Powering the roads of the future is also exercising the transport scientists' minds. The boffins at Delft are trialling a surface made of solar cells which could power all manner of services, including the next generation of LED road studs. Studs are currently used to delineate lanes,

but they could also change colour to signal when a car is travelling too close to the one in front.


Another idea involves turning roads into power stations. Tiny piezoelectric generators (PEGs), which turn mechanical energy into electrical energy, could be embedded in the asphalt where vehicle loads are greatest. The PEGs would be connected to the grid and the power used to heat homes or even recharge electric cars. Other ideas for harvesting energy include recovering heat from braking wheels.

Easily the most intriguing feature of Collis's fifth-generation road is the role that sensors could play. Not only would they be able to monitor the road's health along with weather and traffic conditions but they'll also be able to change the behaviour of cars passing along it.

Imagine there's been a serious incident with cars braking en masse to avoid a pile-up. Sensors in the

road will be able to communicate this to the car, in turn influencing its steering, braking, suspension and engine management systems to bring it under progressive control. They could also influence a car's general behaviour as it travels along, taking into account changes in camber and road surface condition.

The work of the FOR teams around the globe is taking place alongside the rise of the connected car. It's estimated that by 2020, one in five vehicles globally – a quarter of a billion cars – will have a wireless connection. Infotainment and nav systems will benefit immediately, but it is predicted that connectivity will expand to include vehicle-to-vehicle and vehicle-to-infrastructure – in other words, the fifth-generation roads envisioned by Collis.

"The Forever Open Road won't happen overnight, but it will come," says Collis. "There's the will and, ultimately, the need to make it so." 

Kia Sorento

Can the new SUV live up to the high aspirations that Kia has for it?

MODEL TESTED 2.2 CRDi KX-4 Auto AWD

● Price £40,995 ● Power 197bhp ● Torque 325lb ft ● 0-60mph 9.3sec ● 30-70mph in fourth na
● Fuel economy 34.6mpg ● CO₂ emissions 177g/km ● 70-0mph 46.8m

The progressive, clean-cut design that has fuelled Audi's meteoric success as a premium car brand has many imitators but none that is linked quite as widely and frequently with it as Kia. Having spent the formative years of his career as a designer working for Audi, the architect of Kia's current design identity, Peter Schreyer, could hardly have prevented a little of his own Bavarian schooling rubbing off on the saloons, hatchbacks and crossovers that he has authored so boldly for his Korean employers. And to be fair, almost a decade after Schreyer's

WE LIKE Big on practicality ■ Easy to get along with ■ Generous equipment list



● No modern SUV would be complete without a faux skid plate. It isn't functional but is supposed to add ruggedness and premium allure to the visual appeal.



● Wraparound headlights are allegedly more sculptural and expressive than the old ones. You get active xenons with auto dip and cornering functions on KX-3 trim and above.



● The new, larger and more upright 'tiger nose' grille has a thicker chrome setting than before. The three-dimensional diamond-like pattern was previewed on the 2013 Cross GT concept.



● Wrapping around the entirety of the aperture, the doors are slimmer, better fitting, better looking and wider opening than before.

appointment, there's as much that's distinctive and original-looking about Kia's production models as there are cues 'borrowed' from you know who.

But the time for imitation-based flattery is now over. 'Phase II' of Kia's coming of age is kicking in with this, the third-generation Sorento seven-seat SUV. And, says Kia, Audi has as much to fear as anyone from where this chapter will take the firm.

Writ large in the press material for this new car is a statement of quite extraordinary ambition from a car maker that, in relatively recent memory, was peddling models as



Original Sorento had less lofty ambitions

rough and basic as the Pride and Magentis. In this new chapter of its development, Kia's aim is "to match and surpass not only customer expectations but also the world's best

car manufacturers for engineering, technology, refinement and quality". However much they've improved already, that's a mountain to climb.

But apparently, the ascent starts here. The new Sorento is the first Kia designed and developed with new emphasis on mechanical and technological advancement; precision of build quality; material richness and solidity in the cabin; and comfort and refinement in everyday use. But does it show those transformative strides? And are we to believe that humble Kia is truly serious about leading the car making world in so many ways?

DESIGN AND ENGINEERING



Despite already being one of the larger entrants in the £30k family 4x4 market, the Sorento has grown: by 95mm in overall length, 80mm in the wheelbase, and very marginally on width. A decrease in height always neatly disguises such a spurt, and the new Sorento's roofline is also 15mm lower than it was. But although it competes with many of them, you couldn't really call this a compact →

WE DON'T LIKE Big money for the range-topper ■ Noisy around town ■ Too ordinary inside



● This particular angled D-pillar treatment has become one of the Sorento's visual calling cards. So says Kia. It's hardly a Hofmeister kink but, like much of the car, it's attractive enough.



● Heavier-set shoulders mark this Sorento out from its predecessor and identify it as a more assertive presence on the road. They also make it less slab-sided.



● Two-tone sill cladding is supposed to create a visual connection between the front and rear, enhancing your impression of the car's length.



● Tailgate is now laser-welded so it can be more three-dimensional, lighter and better fitting than before. Unsurprising to note a similarity with current Audi SUV design language here.



● Kia has mostly grouped switches intelligently but you'd rather the ESP button was next to the 4WD lock.



● New impression of quality comes more from fit and finish than material richness. Black and chrome trims are pleasant, but not stellar.



● TFT instrument screen isn't anything like in Audi's league; just a system of menus inside a fixed speedometer that gives you a trip computer and driver preferences.



MULTIMEDIA SYSTEM

Kia's standard multimedia set-up uses a pretty ordinary-looking monochrome display but offers a DAB tuner. There are two 12v power supplies at the base of the centre stack, next to the audio jacks, so you can power an aftermarket sat-nav and your passenger's device of choice while simultaneously charging your smartphone from the USB port.

There's a 7.0in colour touchscreen system fitted to KX-2 cars, and an 8.0in set-up for KX-3 and KX-4, the larger screen in tandem with Kia's Infinity premium audio system. The

8.0in version came with our test car.

After adjusting the brightness and contrast settings, the screen's display clarity was good, and its mapping was detailed and easy to follow. Kia's touchscreen icons are large and easy to hit, and the generous provision of shortcut keys on either side of the screen saves you getting lost in menus. The voice control functionality still needs work, though. It's too prescriptive about terms and the order in which you say them.

Sound quality from the audio system was adequate but not outstanding for a premium system.

◀ SUV. A Mercedes-Benz M-Class is little more than an inch longer.

Some minor weight savings in the suspension and under the bonnet are claimed, but our road test on the Sorento in 2013 confirms that the quoted kerb weight has actually risen by 41kg. But solidity, refinement and space are near-impossible qualities to engineer into a car without making it heavier. If Kia has succeeded on all three fronts, 41kg is a small price to pay.

The all-steel platform has been completely redesigned. Its body-in-white now has twice the proportion of high-strength steel, and torsional rigidity is up by 14%. A new rack-mounted electro-mechanical power steering set-up is intended to deliver greater directional precision to the handling, and the suspension continues to be all independent. A new geometry is adopted for the front struts as well as new shock absorbers and hydraulic rebound springs. New repositioned shocks are fitted for the multi-link arrangement at the rear, as well as a new subframe bush to enhance ride comfort.

As for off-road ability, steel coils give a fixed ride height that delivers only modest approach and breakover

angles and ground clearance of 185mm, none of which makes the Sorento desperately rugged. But the faster-acting Dynamax clutch-based four-wheel drive system introduced on last year's updated Sportage has been adopted for its bigger brother, which allows a 50/50 front-to-rear torque split to be locked in at up to 25mph. There's also a new brake-actuated torque vectoring system called Advanced Traction Cornering Control.

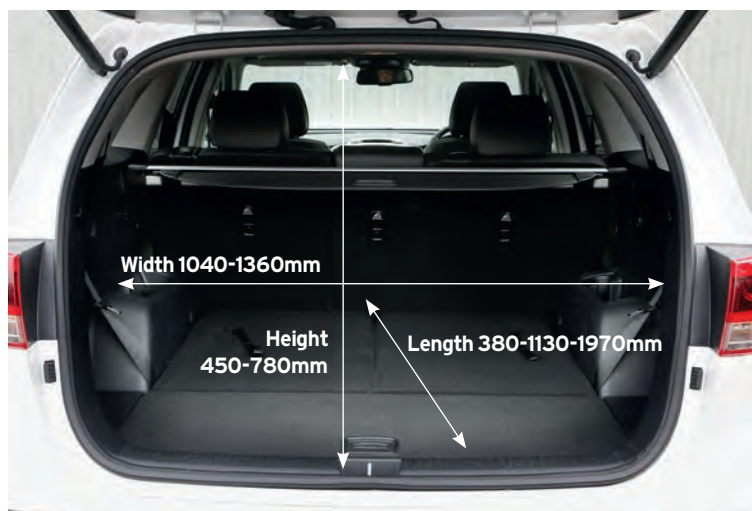
For the frequent towers who remember the first-gen, ladder-frame Sorento fondly, the new manual version is rated to haul 2.5 tonnes on a braked trailer and it has a self-levelling rear-end – both still making it relatively appealing. But of wider interest may be the conjuring of another 3bhp and 14lb ft of torque from the car's 'R-family' 2199cc turbodiesel engine, as well as cutting fuel consumption and emissions. A higher-pressure fuel injection system has been adopted, as well as a new intake manifold and exhaust gas recirculation system, and more precise variable-geometry turbo control. Although it now complies with Euro 6 emissions standards, this remains one of the gutsier, thirstier engines in the class. →



● Large heated and ventilated seats make life pretty comfortable for those in the front, although they could offer more under-thigh support.

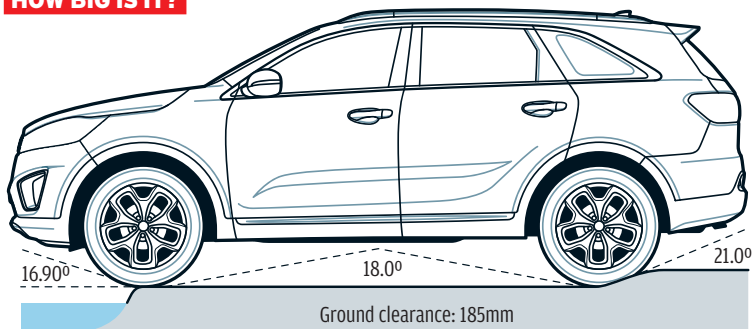


● Middle row of seating slides fore and aft and it can be folded flat to enlarge the cargo-carrying capacity. Tilt function eases the nearside-only third-row access.



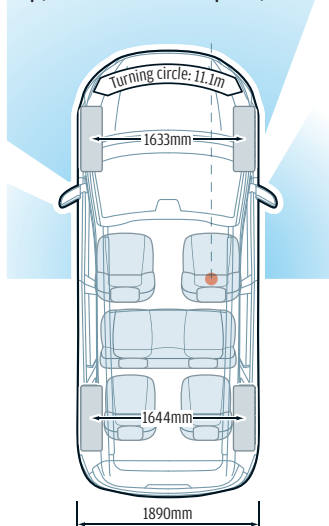
● Third-row seats are easy to put up, with the load bay cover stowing under the boot floor. You're not left with much boot space in seven-seat mode, though.

HOW BIG IS IT?



VISIBILITY TEST

Not much to complain about here. There's a big chunk of rear arch, but the final row's porthole means the blindspot isn't criminal. SUV-sized door mirrors help, too.

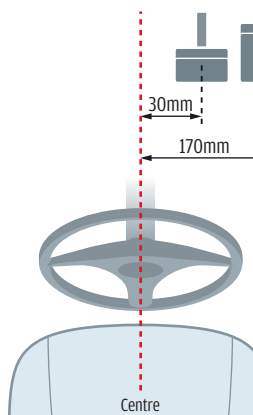


HEADLIGHTS

Self-levelling xenon headlights come as standard on the top KX-4 model so brightness and spread are decent. They're adaptive, too.

WHEEL AND PEDAL ALIGNMENT

Broad pedals mean that you're unlikely to miss them. They're nicely spread, too. Your left peg gets a rest to support its redundancy.



INTERIOR



With a slightly lower hip point than that of the previous Sorento, the new one should allow most people to slide straight in without needing to climb up or drop down into the driver's seat. Big, pudgy front seats, plentiful kneeroom and well-placed support for your elbows make you instantly comfortable, although very tall people will be aware of slightly limited head room in the first and second rows.

The fascia is generously covered in soft-touch plastics, with glossy piano black trim and satin chrome accents for decoration. The cabin ambience is dark, somewhat restrained and lacking a bit of warmth. Although the materials chosen could appeal more to the senses, their robustness and consistency is apparent. The

car certainly betters Kia's prevailing standard on fit and finish. Some would say what it needed to do more urgently was bring greater sophistication and richness to the party.

The layout of instruments, major controls and secondary systems is very conventional so things are precisely where you expect them to be and most processes – turning up the climate control temperature, turning off the parking sensors or changing the navigation map orientation – are easy and intuitive. Our test car had Kia's TFT instrument screen fitted, but it only occupies the place of the car's central speedometer and feels more like a modern trip computer with some extended menus than a truly configurable TFT-style display.

Further back in the car, occupants will find lots of space in the second row (head room apart) and a large, square boot with a convenient loading height. The third row of seats is relatively

easy to put up, the load bay cover stowing in its own recess below the boot floor and the seats clicking into place at the tug of a belt tie.

Access to the third row could be better, since the second row of seats slides fore and aft but doesn't tumble forwards. But once they're in, passengers will find as much room back there as in most seven-seaters (enough for the smaller adults in your number) and they have their own air conditioning vents and controls.

PERFORMANCE



For anyone expecting the 2.2-litre four-pot engine to have emerged from its makeover as a more whispery or dulcet-toned item, their introduction to it will likely prove disappointing. At idle, there is much the same hard-edged, sharply audible voice. Its

vibrations have been sanded away to leave only the slightest buzz underfoot, but the clatter remains distinguishable when accelerating at slow speeds. While it is not particularly intrusive or irksome – or even unusual among its mainstream rivals – the continuous accompaniment around town does negate a certain level of polish that one might reasonably have expected for the sort of money that gets you close to a BMW straight six.

Otherwise, it is very obliging. The unit's burliness makes it encouraging at low revs, aided no end by the swift lock-up of the torque converter and a prompt step-off. Such responsiveness is important in a car of this size because it makes it seem like a manageable prospect at roundabouts and junctions. An absence of hesitancy – of the sort that dulled the Land Rover Discovery Sport's get-away – helps establish a likeable easy-to-drive vibe, which the big Kia largely continues to live up to.

TRACK NOTES

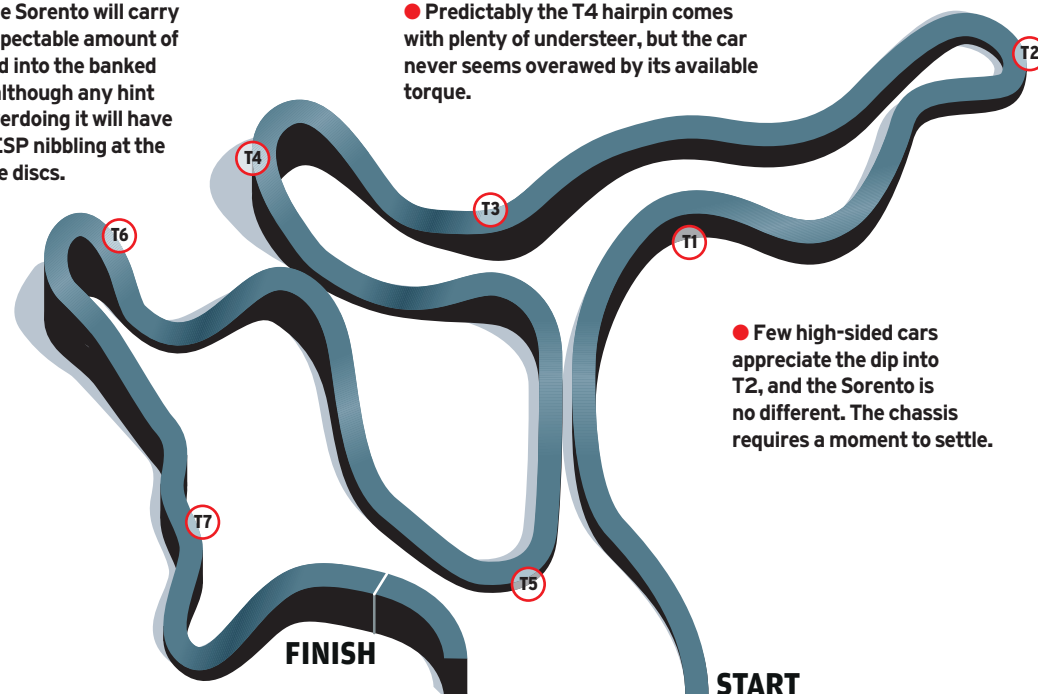
The hill route at Millbrook Proving Ground has a habit of finding out unsympathetically sprung or crudely tuned SUVs so it's telling that the Sorento, for the most part, took it all in its stride. Although there are plenty of gradient changes, the surfacing doesn't feature much in the way of classic B-road choppiness, so the Kia's substantial body has time to settle. Having done so, the car delivers an adequate, grippy and benign response to fast entry and exit.

The interaction of the all-wheel drive system is subtle to the point of anonymity on dry asphalt, the handling properties being that of a large, front-engined, predominately front-drive SUV. However, there's no untidy intrusion from the traction control system to put up with, and excessive lean is never a problem. All in all, it's dependable, but don't expect a vague sensation of maltreatment to go away; the Kia only endures the experience.

● The Sorento will carry a respectable amount of speed into the banked T5, although any hint of overdoing it will have the ESP nibbling at the brake discs.

● Predictably the T4 hairpin comes with plenty of understeer, but the car never seems overawed by its available torque.

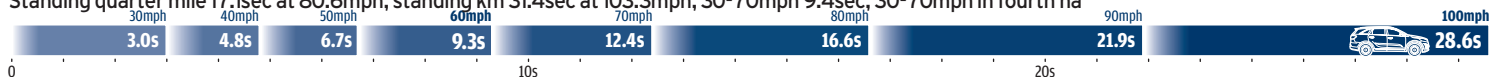
● Few high-sided cars appreciate the dip into T2, and the Sorento is no different. The chassis requires a moment to settle.



ACCELERATION 10deg C, dry (Sorento), 8deg C, dry (Discovery Sport)

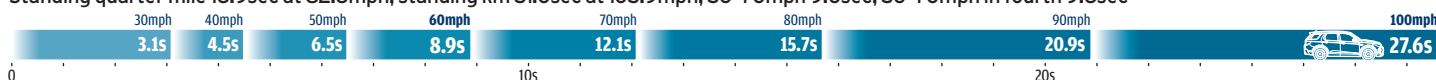
Kia Sorento 2.2 CRDi KX-4 Auto AWD

Standing quarter mile 17.1sec at 80.6mph, standing km 31.4sec at 103.3mph, 30-70mph 9.4sec, 30-70mph in fourth na

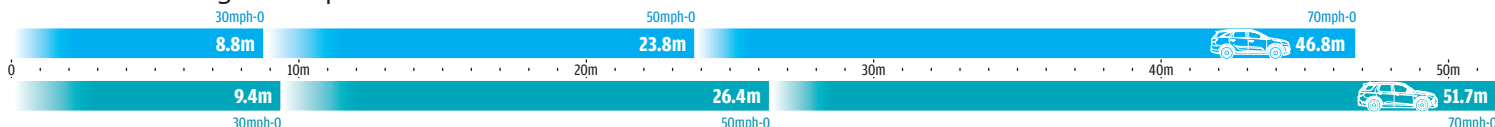


Land Rover Discovery Sport 2.2 HSE

Standing quarter mile 16.9sec at 82.6mph, standing km 31.0sec at 103.9mph, 30-70mph 9.0sec, 30-70mph in fourth 9.6sec



BRAKING 10deg C damp





The big Kia feels predominantly like a tool forged to convey seven people in reasonable comfort

The power on offer, tempered by the car's weight, hardly feels bountiful in the manner of a big-capacity modern oil-burner but, for the most part, it keeps the Sorento barrelling along with a gravel-throated enthusiasm. Predictably, the flat-out 9.3sec gambol to 60mph isn't particularly memorable. It's far easier to appreciate the well-matched combination of torque delivery and gear ratios while under way, and the mid-range heave is generally obliging enough for the drivetrain not to downshift needlessly. Only by merging aggressively with the outside lane of a motorway are Sorento owners likely to find themselves triggering a kickdown manually – and we're willing to bet that, too, will be well within their expectations.

RIDE AND HANDLING



For all of its reconfiguring underneath, the Sorento's dynamic attributes remain essentially uncomplicated. This is a large car and the unconcealed pride in that fact belies the primary

importance of its positioning in North American and Asian markets. Its handling identity seems, for the most part, inextricably linked. The big Kia feels predominantly like a tool forged to convey seven in reasonable comfort – sympathetically tuned and stoutly competent, but not a product invested with the sophisticated manners of a Discovery Sport or the high-grade proficiency of a BMW X3, the cars its maker is evidently gunning for.

With its size taken into account, the Sorento resists well any sensation that it is unwieldy, but a sustained stretch of British B-road traversed at the national limit isn't an experience to particularly savour. Its long-wave body undulations, those that give the Sorento its archetypal large-SUV lope in wide, open spaces, tend to become slightly more plodding when the pace and frequency of the surfacing disturbances begin to mount up.

Again, this isn't an unreasonable compromise between control and comfort; it merely confirms the absence of that final layer of polish that a handful of premium European rivals apply so well. Elsewhere,

most evidently on roads a little more conducive to the Kia's size and disposition, it proves likeable and easy-going. There's a credible weightiness to the electrically powered steering rack, although it builds a little unpredictably with vehicle speed and steering angle. As for comfort, the body rarely ruminates over bumps for long, and although its isolation of the cabin isn't exemplary, the ride is generally respectable. Unsurprisingly, long motorway trips are dismissed most deftly of all.

This is a large, confident crossover in the most modern sense, then – if short on driver reward then at least admirably long on amenability.

BUYING AND OWNING



Because Kia offers few individual options on its cars, there has been no way to spend truly premium SUV money on a Sorento before. You wouldn't imagine that would trouble many Kia owners, but it apparently rankles with Sorento devotees. And

that has been the justification for cranking up the kit level – and the price – of upper-trim cars to the point where a flagship Sorento KX-4 is within £2000 of an entry-level BMW X5.

Thankfully, the opposite end of the trim spectrum looks a lot more reasonable. Fleet drivers interested in keeping more of their own cash in their wallets should question the temptation to buy any version other than the bottom-rung, manual-equipped KX1. Not only is it the sole derivative with a price of less than £30k, but it's also the only one fitted with 17in alloy wheels and therefore the only one that qualifies for company car tax at 27%, fully 6% lower than an automatic-equipped car on bigger rims. Privacy glass, auto-levelling headlights, roof rails, cruise control, DAB radio and parking sensors all come as standard.

Kia's seven-year, 100,000-mile warranty makes residual values on the car quite competitive, and fuel economy is entirely reasonable. Our TrueMPG testers produced 34.6mpg, a new Discovery Sport diesel, with similar power, torque and overall kerb weight, averaged 33.9mpg. →

KIA SORENTO 2.2 CRDI 4WD AUTO KX-4

On-the-road price	£40,995
Price as tested	£40,995
Value after 3yrs/36k miles	£18,550
Contract hire pcm	na
Cost per mile	67p
Insurance/typical quote	27/£741

EQUIPMENT CHECKLIST

19in alloy wheels ■
 Leather upholstery ■
 Heated/ventilated seats ■
 Adaptive cruise control ■
 Around View Monitor ■
 Blindspot detection, rear cross traffic alert ■
 Adaptive xenon headlights ■
 Powered tailgate ■
 Infinity premium audio with 8.0in touchscreen and sat-nav ■
 Panoramic sunroof ■
 Automatic headlights ■
 Privacy glass ■
 Dual automatic climate control ■
 10-speaker audio system ■
 Rain-sensing wipers ■
 Options in **bold** fitted to test car
 ■ = Standard na = not available

RANGE AT A GLANCE

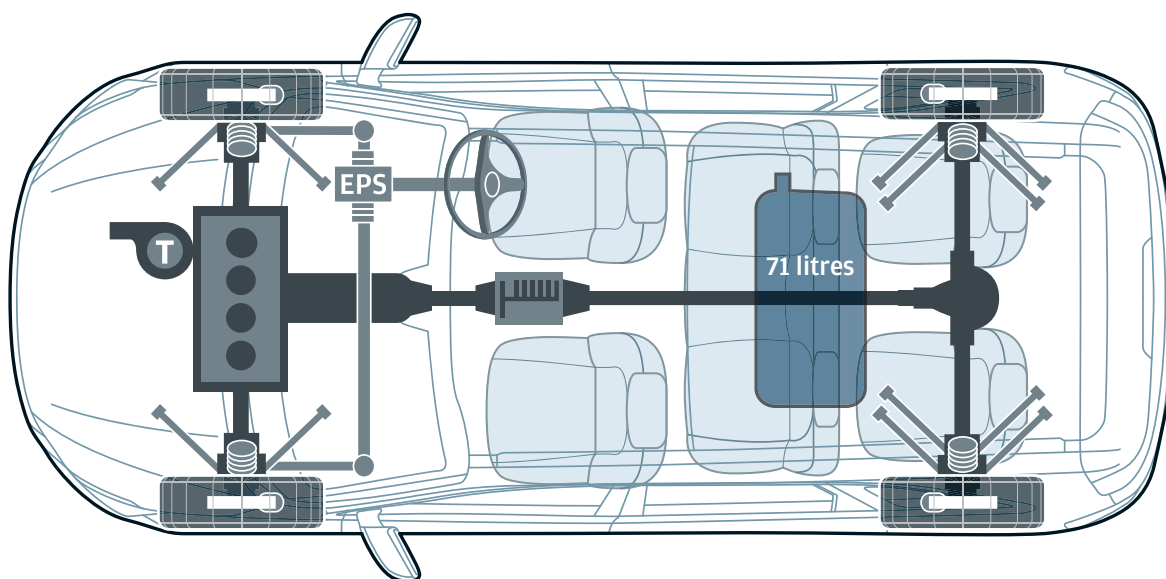
ENGINES	POWER	FROM
2.2 CRDi	197bhp	£28,795

TRANSMISSIONS

6-spd manual	■
6-spd automatic	■
(KX-2 & KX-3; auto standard on KX-4)	£1750

TECHNICAL LAYOUT

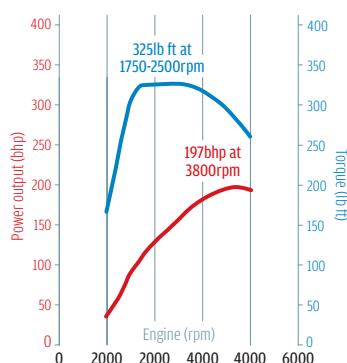
Although body-on-frame in its first UK-market generation, the Sorento is now of unitary construction, with transversely mounted engines and transmissions and all-independent suspension. A Dynamax four-wheel drive system from Magna Powertrain works via an electronic clutch and can be locked in a 50/50 torque split.



ENGINE

Installation	Front, transverse, 4-wheel drive
Type	4 cyls in line, 2199cc, turbodiesel
Made of	Aluminium block and head
Bore/stroke	85.4mm/96.0mm
Compression ratio	16.0:1
Valve gear	4 per cyl
Power	197bhp at 3800rpm
Torque	325lb ft at 1750-2750rpm
Red line	4400rpm
Power to weight	101bhp per tonne
Torque to weight	166lb ft per tonne
Specific output	90bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1953kg/na
Drag coefficient	0.33
Wheels	8Jx19in
Tyres	235/55 R19, Kumho Crug Eon HP91
Spare	Full-sized

TRANSMISSION

Type	6-spd automatic
Ratios/mph per 1000rpm	1st 4.65/5.8 2nd 2.83/9.6 3rd 1.84/14.7 4th 1.39/19.5 5th 1.00/27.1 6th 0.77/35.2
Final drive ratio	3.20

ECONOMY

TEST (TRUE MPG)	Urban	30.1mpg
	Extra-urban	39.0mpg
	Combined	34.6mpg
CLAIMED	Urban	36.3mpg
	Extra-urban	46.3mpg
	Combined	42.2mpg
	Tank size	71 litres
	Test range	540 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Double wishbones, coil springs, anti-roll bar

STEERING

Type	Electro-mechanical rack and pinion
Turns lock to lock	2.9
Turning circle	11.1m

BRAKES

Front	320mm solid discs
Rear	314mm solid discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	46dB
Max revs in third gear	70dB
30mph	62dB
50mph	64dB
70mph	68dB

SAFETY

ABS, EBD, Brake Assist, ESC	
Euro NCAP crash rating	5 stars
Adult occupant	90%
child occupant	83%
pedestrian	67%
safety assist	71%

EMISSIONS & TAX

CO ₂ emissions	177g/km
Tax at 20/40% pcm	£225/£451

ACCELERATION

MPH	TIME (sec)
0-30	3.0
0-40	4.8
0-50	6.7
0-60	9.3
0-70	12.4
0-80	16.6
0-90	21.9
0-100	28.6
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN K'DOWN

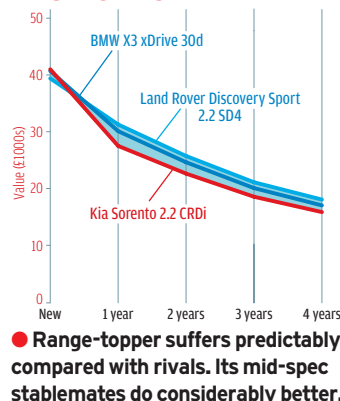
MPH	TIME (sec)
20-40	3.2
30-50	3.7
40-60	4.5
50-70	5.7
60-80	7.3
70-90	9.5
80-100	12.0
90-110	-
100-120	-
110-130	-
120-140	-
130-150	-
140-160	-

MAX SPEEDS IN GEAR

1	26mph 4400rpm
2	42mph 4400rpm
3	65mph 4400rpm
4	86mph 4400rpm
5	119mph 4400rpm
6	124mph* 3521rpm
	* claimed

RPM in 6th @ 70/80mph = 1988/2272

RESIDUALS



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Sorento, contact Kia Customer Service Centre, PO Box 200, Brockhurst Crescent, Bescot, Walsall WS5 4QS (0333 202 2990, kia.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
 Read all of our road tests autocar.co.uk

Kia Sorento

AUTOCAR VERDICT ★★★★★

A real threat to volume-brand rivals but less so to the premium players



There are two ways, it seems, to best consider the Sorento. The first, as written on the tin, is as a potentially sub-£30k genuine seven-seater; old-fashioned Kia territory, then, and here it largely excels. It's sufficiently roomy, very well kitted, easy to drive, comfortable to sit in and broadly competitive to run.

The second view, as Kia itself has prompted, is as a new marker of its progress. The evidence here is that the giant leaps of the past are now harder to come by. The Sorento is certainly improved, but in a way that marks it out as evolutionary rather than newly extraordinary. Consequently, for the £40k asking price of our test car, Kia's best effort is a bit too noisy, too plain and ultimately less interesting to steer than its similarly priced European rivals. However, trumping a raft of other more mainstream options to finish in our top five is, in and of itself, an advancement. Best of the rest, in a segment of ever-increasing popularity, is no bad place to be.

TESTERS' NOTES



MATT SAUNDERS
Kia's new Global Quality Centre must

have missed the slightly wobbly footrest on our test car. Couldn't find much else to pull them up on, though.



NIC CACKETT
Perhaps the footrest was overlooked

owing to time spent on the gearstick. Most autos move between P and D with a tinny clatter. The oily heft of the Sorento's shift action is how you'd imagine bomb bay doors are opened on a F117.

SPEC ADVICE

The manual KX-1 is a compelling tax-saver, not just on company car tax but also up to £80 a year on road tax compared with higher spec. If you don't mind paying more, have a KX-2, which gets heated leather, sat-nav and a reversing camera.

JOBS FOR THE FACELIFT

- Install a new engine.
- Employ a Schreyer-like figure for the inside – Audi learnt that trick 20 years ago.
- Benchmark a Discovery Sport for handling. The Germans aren't best at everything.

AUTOCAR ROAD TEST TOP5



MAKE	BMW	LAND ROVER	VOLVO	AUDI	KIA
Model	X3 xDrive30d xLine	Discovery Sport HSE Luxury	XC60 D4 R-Design Lux Nav	Q5 2.0 TDI S line Plus	Sorento 2.2 KX-4
Price	£41,595	£42,995	£36,305	£39,060	£40,995
Power	254bhp at 4000rpm	188bhp at 3500rpm	179bhp at 4250rpm	175bhp at 4200rpm	197bhp at 3800rpm
Torque	413lb ft at 1500rpm	310lb ft at 1750rpm	295lb ft at 1750-4250rpm	280lb ft at 1750rpm	325lb ft at 1750-2750rpm
0-60mph	5.9sec (claimed to 62mph)	8.9sec	8.5sec (claimed, to 62mph)	9.0sec (claimed, to 62mph)	9.3sec
Top speed (claimed)	144mph	117mph	130mph	124mph	128mph
Fuel economy (combined)	47.9mpg	44.8mpg	62.8mpg	47.1mpg	42.2mpg
Kerb weight (claimed)	1875kg	1863kg	1816kg	1820kg	1953kg
CO ₂ /tax band	156g/km, 27%	166g/km, 29%	117g/km, 19%	159g/km, 27%	177g/km, 31%

Verdicts on every new car, p70

It wasn't always so good. But the X3's appeal, pace and price make it unbeatable at this level.
★★★★★

Potentially a new engine shy of brilliant. The prettiest and possibly the cleverest inside.
★★★★★

Evidence of the difference an engine can make. Without AWD the running cost class leader.
★★★★★

A sleek and predictably well-rounded offering. Inside shows how far Kia has to go.
★★★★★

Kia's usual virtues presented in an easily understood product. Does everything you'd expect.
★★★★★

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Lotus boss adds up

Disappointed to see Jean-Marc Gales dismissed as “just a numbers man” by Mercedes-AMG boss Tobias Moers (Tester’s Notes, 18 March), particularly when I would have thought that a strong numbers man was exactly what Lotus needs to make sure models are profitable and plans are realistic.

For too long, Lotus has been on a rollercoaster. The ability to put the company on a long-term robust footing must be applauded. As for potential partners, surely Honda would make most sense. It has a great reputation and no product clashes and there would be an opportunity to deliver an Esprit/NSX platform and a plethora of great powertrains.

You read it here first.

Simon Marsh
via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

WHAT A GREY DAY

Having once inadvertently pulled out in front of a grey car on a grey road on a grey winter’s afternoon, I have since thought grey a most unwise colour from the visibility aspect.

Whether plain or metallic, or described as titanium, anthracite or just plain grey, it is an almost invisible colour in dull light, and hence a significant hazard.

In The Times recently, I read of a further risk. I quote: “A three-tonne rhino that charged a grey 4x4 at West Midland Safari Park may have mistaken it for a mate.”

You have been warned...

John Taylor
Lasswade, Midlothian

FULL DISCLOSURE

The practice of car manufacturers releasing pictures and, in many cases, partial specifications long before the

car’s actual launch date has now become an irritant to me.

For example, the new Jaguar XF, not due in the dealerships until late autumn, follows hard on the heels of the XE – shown in August 2014 but still not in the showrooms.

I went along to my friendly local Ford dealer and was met with blank stares when I asked to see an Edge. Mercedes-AMG allowed a few GT S cars to trickle into the dealer network, but when I asked when the more affordable GT would be available, the reply was: “Your guess is as good as ours.”

I can just about forgive the XE because it is a new launch and not replacing an existing model, but what am I supposed to do if I was in the market for an XF? Do I wait for the new car or do I hassle the dealer for a huge discount as he is now effectively selling a run-out model?

Competition may never have been



New XF won't be in dealers until autumn

tougher in the motor industry, but far from acting as a teaser, these premature disclosures could well backfire.

Andy Trombala
Stirling

STEP UP, GET ASSESSED

I agree wholeheartedly with your contributors who mentioned the alarming shortcomings of some drivers. Although it is patently obvious that some drivers should not be on the road,

there are other drivers at the other end of the spectrum who are not rewarded for their excellence.

I believe that the answer lies in a voluntary driver assessment scheme, noted by an assessor in terms of a percentage. The person would later receive a certificate in the post that, if showing a favourable mark, could be used to apply for an insurance discount.

Those attaining mid-range percentages may wish to inform their insurers to eliminate any suspicion that they may be high-risk drivers. As for those who record a poor mark, a brave government would order them to retake their driving tests.

SP Walters
Cardigan, Ceredigion

ALL OR NOTHING

I agree with Bill Barker that front-wheel-drive, track-oriented cars like the

AUTOCAR

What you're saying on autocar.co.uk

Toyota's bold new TNGA platform

Reinvestment in the quality and materials of the interiors and the handling improvements really could bring the fight to the Germans.

Oilburner

One more thing they should do is hire a decent stylist.

jmd67

Glad to see that they have finally realised the need to upgrade



the interior materials.
ordinary bloke

I hope this marks a better future where they can re-establish their reputation.
Daniel Joseph

Funny how people are queuing up on this forum to tell the long-time world's biggest car company exactly where they are going wrong.
RobotBoogie

Upcoming Ford Focus RS gets a nod from Mark for its real-world appeal



NEXT WEEK

Inside the magazine – on sale 15 April

FIRST DRIVE



Ford C-Max Do widespread mid-life tweaks keep Ford's MPV on top of its game?



ROAD TEST

Range Rover Sport SVR
Fastest and most powerful Land Rover yet is put through its paces



MOTORSPORT

The 1000mph challenge
The demands facing record holder Andy Green and Bloodhound team

FIRST DRIVE



Audi Q7 First impressions of Ingolstadt's bigger, but lighter, seven-seat SUV

CONTENTS SUBJECT TO CHANGE



Does BMW's 3 Series (and siblings) have a road roar problem?

Renaultsport Mégane and Honda Civic Type R are irrelevant to most people.

It is always raining in the UK, so most drivers who may have ambitions to be the next Lewis Hamilton will probably understeer into a hedge (or worse) if such cars are driven with 'Ring attitude.

The Volkswagen Golf R, Audi RS3 and new Ford Focus RS have more real-world performance, refinement, fun and four-wheel-drive security for similar money.

Mark Fisher
via email

PAST MASTERS

In Steve Cropley's 11 March column, he said that the HB Viva GT he travelled in had a supple ride and he wanted to start a campaign to resurrect 13in wheels. However, from memory, Autocar and Motor write-ups of the day used to chastise the HB Viva for its rather fidgety ride to give it pin-sharp handling.

If a scribe as experienced as Mr Cropley found the HB's ride to be cossetting, this surely is an indication of how much ride comfort has been sacrificed these days to having the right wheel-to-bodywork ratio for showroom appeal, and not always resulting in superior handling traits, either.

In 'The Generation Game' by John Simister (Autocar, 11 March), a 50-year-old P6 Rover could still show modern cars quite a few areas where the game has moved on – regrettably backwards rather than forwards.

Although the P6 was a trendsetter when it was launched, the notion that it can still hold its head high among so many modern cars when it comes to ride and seating comfort, visibility, handling ease and overall charisma must tell contemporary designers something.

Colin Ong
Christchurch, New Zealand

RUBBER ROAR

So Vicky Parrott discerns "a fair bit of road roar creeping into the cabin" of the BMW 435d xDrive Gran Coupé (First Drive, 11 March). She blames this, in part, on the winter tyres.

Dare I say the following with a hushed voice? In my view, all 3 Series-based BMWs generate too much road noise.

Although I cannot comment from personal experience on the 4 Series, I run a 330d xDrive on both winter and summer tyres and there is (subjectively) little difference in the amount of road noise generated by either set.

One of your competitor magazines commented, at the end of a long-term test, that BMW should install extra soundproofing to reduce the road noise generated by the 3 Series but, apart from that, it has been totally overlooked by the motoring press.

Anthony Kenney-Herbert
via email



OUR CARS

A week in the life of Autocar's fleet

AUDI
A6 AVANT



Barnaby Jones

AUDI
TT



Stan Papior

BMW
X5



Andrew Frankel

CATERHAM
SEVEN 160



Colin Goodwin

CITROEN
C4 CACTUS



Lewis Kingston

FORD
FOCUS



Tim Dickson

Mazda 3

FINAL REPORT Our Japanese-built hatchback bows out with a jaunt across the Channel in search of winter sun, snow and some serious sideways action

Autocar's old hands tell me it's fitting to send a long-termer off to the great auction in the sky with an epic-level road trip, so with a little help from Mazda – and some willing friends – I did my best to make the 3's exit a doozy. I already intended to take the car snowboarding in Austria (a serious enough commitment in itself), but a phone call from the Mazda press office duly delivered the appropriate level of shock and awe.

"Luc, d'you fancy bringing the 3 along

to see its racing equivalent compete in the Andros Trophy, an ice-capade of horsepower, four-wheel steering and rooster tails?" they asked.

"Er, yes please, PR person doing your job brilliantly, that would be splendid," I replied while stuffing headlight deflectors and breathalysers into a bag.

Two days later I was stuffing a fresh set of Michelin Pilot Alpin winter tyres onto the 3 itself, an essential snip at £150 per corner, and balanced into pillowry perfection by a local firm for less than

the price of lunch on the ferry crossing.

Also on the 'to do' list was a roof box, which is the kind of optional extra you probably don't think about ticking in the showroom when you're spec'ing your new car but then need suddenly and desperately later. Not wanting to have a snowboard (or three) jabbing me in the ribs across Europe, I had the Thule Pacific 200 mounted atop a shiny new set of roof bars before you can say 'piste'. Said snowboards fitted lengthwise with microns to spare,

leaving enough room for some bags alongside – perfect, really, although I must say the four hand-tightened clamps did play on my mind during some heavy-duty autorouting. Then again, the thing didn't move so much as a millimetre during the whole trip, so I suspect it's all up to snuff.

Frankly, the same can be said for the 3 in general. Aside from punting mega-distances with colleagues on the adjoining pages, I haven't done much continent-hopping on a privateer basis,

LOVE IT



PRACTICALITY

That 364-litre boot really can swallow a surprising amount of stuff.



RANGE

For a petrol engine, the relatively frugal 3 kept fill-ups to a minimum.



HANDLING

It's no hot hatch, but the 3's chassis balance is impressive nonetheless.



DESIGN

Mazda's sober styling appeals more the longer you live with it.

LOATHE IT



SAT-NAV GUIDANCE

Not being able to fully silence the directions drove me to distraction.

JAGUAR
F-TYPE


Nic Cackett

KIA
SOUL EV


Hilton Holloway

MAZDA
3


Luc Lacey

MINI
COOPER


Mark Tisshaw

RANGE ROVER
SPORT


Steve Cropley

RENAULT
TWINGO


Matthew Burrow

TOYOTA
GT86


Matt Prior

VOLKSWAGEN
GOLF R


Allan Muir

VOLVO
V60


Hilton Holloway



Luc made do with a Thule roof box for his tentative foray into the world of ice racing, but Mazda's Andros Trophy championship-winning 3 is a little bit more heavily modified



Winter tyres did a fantastic job in the Alps



Step one of cross-Channel road trip prep



The fully laden road trip to Austria shone a light on the 3's all-round usefulness

The 3 remains unfazed while absorbing all and any punishment thrown at it

and had worried how the Mazda would hold up filled to the brim not only with gear but also with mates. But any latent anxiety had upshifted into enjoyment by the time we had sliced France in two. The Mazda simply got on with soaking up the countryside in its own precisely engineered way, leaving its occupants to absorb the kind of cultural experience that you simply don't get when you're hopping between airports. And if that experience includes the occasional visit to questionable restaurants with surly French waitresses, then that just feels all part and parcel of the rich tapestry of a memorable road trip.

Our first proper port of call was Saint-Die-des-Vosges, where the final part of the six-round Andros Trophy season played out. By this point Mazda's Jean-Philippe Dayraut had already

won the championship, claiming his sixth title in the series. The Mazda 3 he did it with is predictably somewhat different from the cooking model we'd arrived in. It's built on a spaceframe chassis and armed with a 340bhp V6 matched to a sequential gearbox and four-wheel drive (not to mention the all-wheel steering). These snow-churning monsters are engineered to produce the kind of slip angles that require them to wear windscreen wipers on their side windows. As a spectator sport, the racing is spellbinding, and it was a real privilege when all was said and done to nose our 3 onto the track for some pics.

However, the car's chance to prove its own mettle on the slushy stuff really came five hours later when we finally made it to Ischgl. I'd not really had any experience of winter tyres in their

natural setting before, but after using the car every day to ferry us between lodgings and ski lifts, over icy roads and snowy inclines, I'm absolutely sold on their superiority to four-wheel drive. The truly amazing thing about their quiet tenacity is the fact that even in an utterly alien environment, they let the Mazda get on with doing what it does best, which is to remain completely unfazed while absorbing all and any punishment thrown at it.

That's the least, you may say, you'd expect from any hatchback. But the 3's broad-batted ability – its practicality, reliability, comfort levels and efficiency (which didn't even drop dramatically with the addition of the roof box) – are packaged so neatly that there's barely a snag anywhere on which to hang a grievance. For some, that would rankle as a deficiency in character. Not me, though. I suspect I'm going to look back on my first long-term with genuine fondness for some time to come.

luc.lacey@haymarket.com

TEST DATA

MAZDA 3 2.0 120PS SPORT NAV

TEST STARTED 7.4.14

Mileage at start 7500

Mileage at end 20,579

PRICES

List price then £19,895

List price now £20,195

As tested £21,435

Dealer value now £14,650

Private value now £13,500

Trade value now £12,050

OPTIONS

Metallic paint £540, black leather interior £1000

CONSUMPTION AND RANGE

Claimed economy 55.4mpg (combined)

Fuel tank 51 litres

Test average 38.2mpg

Test best 42.5mpg

Test worst 32.2mpg

Real-world range 429 miles

TECH HIGHLIGHTS

0-62mph 8.9sec

Top speed 121mph

Engine 4 cyls in line, 1998cc, petrol

Max power 118bhp at 6000rpm

Max torque 155lb ft at 4000rpm

Transmission 6-spd manual

Boot 364 litres

Wheels 7Jx18in

Tyres 215/45 ZR18

Weight 1355kg

SERVICE AND RUNNING COSTS

Contract hire rate £258.19

CO₂ 119g/km

Service costs £178.81

Other costs None

Fuel costs £1725

Running costs inc fuel £1903.81

Cost per mile 14.6 pence

Depreciation £9385

Cost per mile inc dep'n 86 pence

Faults None

PREVIOUS REPORTS

30 Apr 2014, 28 May, 6 Aug, 10 Sep, 24 Sep, 15 Oct, 5 Nov, 26 Nov, 24 Dec, 21 Jan 2015, 11 Feb

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Volkswagen Golf R

FIRST REPORT Last November we ranked the Golf R as the best new car on sale in the UK. Now we've got nine months to see if that label sticks in the grind of everyday life

Finally, the wait is over. It's been a whole year since deliveries of the latest Volkswagen Golf R got under way in the UK, a year since we discovered what a high-achieving driver's car the mega-hatch is in Mk7 guise. For various reasons, we've had to bide our time until now to get our hands on one for long-term appraisal, getting more and more excited as the Golf R won our 'best in the wet' shootout (22 October issue) and then earned the number one spot in our list of the top 50 cars on sale in the UK (26 November).

On the face of it, the Golf R represents remarkable value for money. For just a whisker over £30k in three-door manual form, you get 296bhp from a turbocharged 2.0-litre engine, all-wheel drive and a level of performance well beyond that of regular hot hatches such as the Ford Focus ST. The five-door, dual-clutch automatic Golf R we've

chosen starts at £32,220, but that's still significantly cheaper than performance rivals such as the BMW M135i auto and Mercedes-Benz A45 AMG.

Whichever bodystyle you go for (there's also going to be an intriguing estate version soon), the Golf R is a handsome-looking (if understated) car by hatchback standards, especially with the Lapiz Blue paintwork and optional 19in 'Pretoria' alloy wheels of our car. I've never been a fan of the factory wheel offerings on fast Golfs in the past, GTI included, so it's pleasing to find that there's a genuinely desirable option on the R this time.

Inside, we've upgraded to Carbon/Grey nappa leather – a strange name, given that the centre sections are actually beige, but the two-tone hide does a welcome job of brightening up the cabin. It costs a hefty £2615, but for that you also get the heated front

seats that would otherwise be part of the winter pack (which becomes hardly worth having, I now realise, because all it adds is heated windscreen washer jets).

Other desirable options fitted to our car include the Discover Navigation Pro multimedia upgrade (£1765), with an 8.0in touchscreen, and the £815 Dynamic Chassis Control, which brings adaptive dampers and a revised batch of driving modes that includes a relaxed Comfort setting. Among the five modes, there's also a Race setting that allows the driver to fully deactivate the stability control for the first time, and Eco, which introduces a coasting function for economical cruising.

Although my normal preference these days is an automatic gearbox over a manual, in the Golf R's case the decision wasn't clear-cut in favour of two pedals. The DSG model may be slightly quicker (0-62mph in 4.9sec, compared

with 5.1sec for the manual) and more economical (40.9mpg versus 39.8mpg), but VW's six-speed dual-clutch automatic gearbox isn't necessarily the best of its breed for smoothness or shift speed, so I've got my fingers crossed that we've made the right choice.

First impressions, though, are overwhelmingly positive. The Golf R is not only effortlessly fast but also sounds amusingly growly under acceleration (synthesised but a welcome dose of character nonetheless), and it takes no time at all to realise that the way it rides, handles and steers is really rather special. It's incredibly comfortable by most performance hatchback standards, too.

Although the Golf R's star quality is already evident, we're confident that there's much more to learn about it from living with one for nine months. Personally, I'll be interested to see if the VW can supplant the six-cylinder BMW M135i auto as my favourite mega-hatch. That won't be an easy task, but the Golf R appears to have all of the tools required. Either way, it's going to be a rewarding nine months for all of us.

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Seats and driving position are first class; leather costs £2615



Even on these 19in wheels, the ride is remarkably sophisticated

Volkswagen Golf R DSG

Price £32,220 **Price as tested** £39,100

Options Carbon/Grey nappa leather and heated front seats £2615, Discover Navigation Pro £1765, 19in Pretoria alloy wheels £895, Dynamic Chassis Control £815, Lapiz Blue metallic paint £540, winter pack £250

Economy 26.9mpg **Faults** None **Expenses** None

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Range Rover Sport

Mileage | 10,035 At last, we remembered to try our super-useful SUV's sportiest mode

The trouble with a vehicle like our Range Rover Sport is that even as the mileage forges into five figures – an inexorable progression in something so convenient, comfortable and useful – you get so mesmerised with its all-round utility that you forget to savour it as a driver's car.

Which is why, during its first weeks here, we didn't get around to going for a decent drive with the Terrain Response set to its new Dynamic setting, the one that learns lessons from Jaguar about ride rates and handling balance and is supposed to give the Sport a turn of character that suits its name.

However, early one Sunday morning, with the sun peeping over the horizon and the first birds of spring tweeting with some determination, I stepped into the Sport for a 240-mile drive from the Cotswolds into central Wales and back – one up and under a fair bit of time pressure. This time I twisted the dial to Dynamic, which promised firmer suspension, special adaptive damping, better turn-in and sharper steering.

What you first notice through the steering wheel is a reduction in assistance; the wheel simply feels heavier in your hands. It takes a few miles to learn that you're also getting



Terrain Response's Dynamic mode is a twist to the left

more centre feel and an enhanced tendency for the vehicle to track dead straight, even over bumps that would normally derange even this big car.

Go a little faster. The steering stays firm but the build-up of effort as you corner is gentle, so you can place the car neatly with the wrists and fingers. And even if it's necessary to add lock (as it can be in a heavy machine negotiating a series of blind bends), it responds quickly without a wrestling match.

Body roll is well contained, so transitions of mass from one side to the other as you progress from cornering left to cornering right – the bugbear of many SUVs – are remarkably well controlled. As with lower-riding cars, you can tailor your cornering speeds to the behaviour of the tyres and not to the rising level of sway and discomfort in your seat.

In this guise, the Sport isn't exactly a supple-riding car any more. There's no

jarring, and bump absorption is still complete and quiet. But 'sporty' is the right description – for ride, steering response and body control. Drive with spirit and the reward for drafting in Jaguar's experts to refine this 4x4's on-road behaviour at speed is laid bare.

On the way home, I did half the journey before I remembered to dial up Dynamic again. Which reveals a problem – if it is a problem. The Sport's default Auto setting is so capable that you hardly miss Dynamic. Select it and you'll enjoy it – and maybe there's a case for modifying the car's system to keep it in place when you stop the car and start it again. But if you only ever drive in Auto mode, the Range Rover will cope. Just as you knew it would.

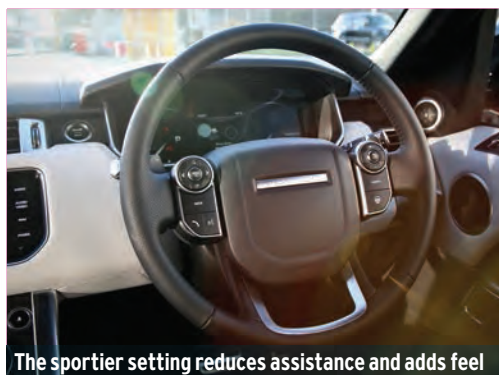
steve.cropley@haymarket.com

Range Rover Sport 3.0 SDV6 HSE Dynamic

Price £66,250 **Price as tested** £70,975

Economy 32.9mpg **Faults** Rear tyre replaced (puncture) **Expenses** Rear tyre £238.50

Last seen 4.3.15



The sportier setting reduces assistance and adds feel

THE LOG BOOK



Jaguar F-Type R Coupé

Mileage 10,560 **Last seen** 18.3.15

I've always thought one of the areas where the F-Type would fall down compared with, say, a Porsche 911, was on cabin durability, but our coupé is proving me wrong by hanging together with only the occasional creak as it passes 10,000 miles. It's a shame the same can't be said for the infotainment system, though. It's as dire now as it has ever been. **JM**



Renault Twingo

Mileage 1300 **Last seen** 18.3.15

The Twingo's boot is proving surprisingly useful. It may not be the biggest in class, but it's a good shape, and the ability to tilt the rear seats slightly forwards means that even on a run to a famous furniture chain, I was able to get some large boxes in without any problem. You wouldn't want to travel far in the rear with the seats in that position, though. **MB**



Audi TT

Mileage 5660 **Last seen** 18.3.15

They say it's spring, but at times it still feels like winter; I'm still scraping ice from the TT's windscreen on cold mornings. But the Audi does one thing extremely well to reduce the winter blues. Within about a minute of starting, the ventilation system blows out genuinely hot air. I can't remember being in a car that has such a quick heating system. **SP**



Soft-tops for silly money

A few hundred quid is all you need to bag a convertible that no one else will touch, says **James Ruppert**

Thinking about a convertible now that spring is in the air? Obviously this is precisely the wrong time to buy anything with the roof missing. Except it isn't. If all you want is the wind in your hair without paying a fortune for the privilege, there are plenty of convertibles that normal people might not touch. For the rest of us, they look like a soft-headed soft-top plan.

Renault Mégane Convertible, anyone? There was life beyond the Scénic, you know, and I rather like the turn-of-the-century soft-top. They were often yellow, but if it is a dull silver and has some insurance damage, chances are you can bag one for £295. If that's not classy enough, there are plenty of lovely old Saab 900s and 9-3s down in

the gutter. The roof might be a bit iffy, and again there could be some cosmetic issues that will never buff out, but old Saabs are fun and, sub-£500, they are worth a go. Don't blame me when you're stuck on the hard shoulder, though.

MG Fs are still around in massed ranks and are just a teeny bit different from the Mazda MX-5 gang. I continue to argue that this mid-engined little marvel is rather more interesting than the obvious Japanese roadster option.

The soap-bar shape and overheating issues sort of put me off, but because a ratty-looking MG F won't be on a flat capper's radar, they cost just a few hundred quid if you're happy to take a risk, or £1500 if you want full service history and a modicum of confidence.



MG F sets itself apart from MX-5 crowd

I have been hugely tempted by some Princess Di Audi Cabriolets from the early to mid-1990s. No one seems to have decided they are classics, so prices are as low as they'll go; £500 gets a 2.0E insurance job, and even family-owned ones are now £1000. The owners tend to get insulting part-exchange offers and stick them in the classifieds instead. These will have believable histories, too. I don't often tip what's

No one seems to have decided that Princess Di Audi Cabrios are classics, so prices are as low as they'll go



P66 James Rupert
Used car expert



P68 Nigel Donnelly
Deals expert



P70 Nic Cackett
Data expert

A classy Saab 9-3 drop-top can be had for less than £500

BANGERNOMICS BEST BUYS



READER'S CAR: SUBARU FORESTER

Mike Mace loves Subaru Foresters and has two. One is called Trolley, because it regularly carries a load of golf trolleys around the Highlands of Scotland. It's a 2000 2.0-litre XT that has recently clocked up 185,000 miles but has never broken down. Mrs Mace really wanted a Forester of her own, so Mike part-exchanged his BMW 330i and purchased a 2.5T automatic. They are very attached to Trolley, because it had taken them throughout Europe, including a seven-week trip ending up near Rome.

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WHAT CAUGHT MY EYE THIS WEEK: CITROEN XM

XMs seem to be rarer than rocking horse droppings at the moment, which may explain why the one XM I found for sale was comfortably over £3000.

USED CAR DILEMMA: FORD PUMA

The Ford Puma is now starting to fade from the collective car buying memory, which is a shame because this is a hugely enjoyable little car. There is rust, but actually they are highly durable and not a lot goes wrong. Buy one.

POCKET-SIZED COUPE

NAMED AFTER A CAT (BUT NOT A JAG).



going to be groovy in the future, but these can only go up.

We can always rely on the Volkswagen Group, and even though the Mk3 Golf was desperately dull, with the roof out of the way they are now starting to look rather okay. A 1.8S at £500 and an MOT that gets you into early summer makes all sorts of sense.

Ford StreetKas are harder to shift now that they live in the nether regions. They can mess with your masculinity, if you care about such things, but you should never view motors as belonging to any particular gender. That's because it will stop you getting into something that's fun to drive. How about a decent-spec Luxury for less than £700? Stop thinking and start buying.

Not fit to wear the badge

When new, these compromised cars were regarded as letdowns. But they're now cheap enough to be worth a look, says **Nigel Donnelly**

1 **Aston Martin Cygnet** (2011-2013)

Eyebrows were raised when Aston Martin revealed plans to dip a toe into the supermini water. That it chose the 97bhp Toyota iQ as a basis raised them still further. About 150 examples were built, but sales of the £32,000 Cygnet were slow.

In essence, the Cygnet isn't a bad car. It may be a little short on

performance, but it drives well enough and has a handsomely appointed interior and a quality of Aston-applied paintwork that needs to be seen to be appreciated.

Exclusivity ensures that the opulent baby Aston remains an expensive toy. Expect to pay £20k to get one, but if you hold on to it, those prices could well go up.



2



Ford Ka (2008-2015)

The original Ford Ka was cheap to buy, a hoot to drive and seemingly styled to resemble a garden snail. The replacement was and, in fact, remains a dog. Sharing a talentless platform with the Fiat 500, the current Ka entirely lacks the original car's charm and brio. It's nasty to be in, flat to

drive and a criminally poor way to reprise the Ka name.

It's not like buyers haven't noticed, either. The original car was a perennial segment best-seller. The current one isn't even close. Instead, search out a non-rusty original Ka for £1000 and you won't regret it.

Saab 9-3 (1998-2012)

Saab had a well-earned reputation for building high-quality, thoughtful cars with a definite Swedish quirk and it enjoyed a loyal following as a result. Once the brand was assimilated into General Motors, though, the cost savings were fairly quick to emerge.

The original 9-3 was an improved version of the 900 that preceded it and

sported Saab engines mounted on its requisitioned Vauxhall Cavalier chassis. However, from 1998 onward, the 9-3 was little more than a Vectra in Swedish national costume. The 9-3 looked great and some were properly fast, but it lacked the Scandinavian charisma beloved by those loyal customers, who drifted off to buy premium German cars.

3





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6



Jaguar X-Type (2001-2009)

Jaguar needed a compact executive car, but Jag fans never took to the X-Type. One reason is that it shared much of its underpinnings with the Ford Mondeo, so it wasn't seen as a 'proper' Jaguar, and conquest sales from German rivals never arrived because it had a choice of thirsty

V6 petrol engines when the market wanted four-cylinder diesels.

Sales never got close to targets, even when the diesels arrived in 2003. Even with a handsome-looking estate variant, plush interiors and a diesel automatic option, the line-up was canned in 2009.

4



Alfa Romeo Arna (1984-1986)

On paper, it made perfect sense. Match up the pragmatic build of a Nissan with a soulful Alfa flat four and you'd get a well-made, charismatic hatch.

It didn't turn out that way, though. The Arna looked like a Nissan Cherry with a Alfa Romeo grille, because that is what it was. Nearly 62,000 were made, but you'll have to look hard to find one – and if you do, you'll wonder why you bothered.

5



Triumph Acclaim (1981-1984)

The arrival of the Honda Ballade with Triumph badging resulted in the fewest warranty claims of any BL car and lots of comfort. But brand evangelists just couldn't accept that it was a Triumph.

With no ties to its Triumph heritage other than decals and the fact that it was assembled in Britain, it was a sad way to sign off this evocative old brand. Rarity ensures that prices are on the up, but £500 will still get you behind the wheel.

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Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch	Good value hot hatch. In Esseste trim it's great fun to drive			
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open	Open-top hot hatch; has a softer ride than the tin-top car			
1.4 16v Turbo T-Jet	£16005	133	155	27
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch			
1.4 Turbo M'Air	£16857	161	142	30

ALFA ROMEO				
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark			
0.9 TB TwinAir 105 Distinctive	£16070	103	98	13
0.9 TB TwinAir 105 Sprint	£14870	103	99	13
0.9 TB TwinAir 105 OV Line	£16820	103	98	13
1.4 140 M'air TCT Distinctive	£17620	138	124	19
1.4 140 M'air TCT OV Line	£18370	138	124	20
1.4 170 M'air O'Verde	£20210	168	139	26
1.3 JTDm-2 85 Sprint	£15415	94	90	11
1.3 JTDm-2 85 Distinctive	£16655	94	90	11
1.6 JTDm-2 120 0'Verde S-S	£17820	118	114	19
1.6 JTDm-2 120 0V Line	£18570	118	114	20

GIULIETTA 5dr hatch				
Stylish, rewarding family hatch. A new era for Alfa				
3.0 JTDm 175 Excl. TCT	£25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	£27380	148	110	20
1.4 TB 120 Progression	£18240	118	149	16
1.4 TB 120 Distinctive	£19490	118	149	16
1.4 TB Multiair 170 Distinctive	£20990	168	134	23
1.4 TB Multiair 170 Excl.	£22740	168	134	23
1.4 TB Multir 170 Ex'ive TCT	£24035	168	121	23
1.4 TB Multiair 170 Sportiva N	£24490	168	134	23
1.4 TB Mult'r 170 Spva Nav TCT	£25785	168	121	23
1.6 JDTM 105 Progression	£19170	103	114	16
1.6 JDTM 105 Distinctive	£20420	103	114	16
1.6 JDTM 105 Excl.	£22170	103	114	16
2.0 JTDm 150 Distinctive	£21720	148	110	20
2.0 JTDm 150 Excl.	£23740	148	110	20
2.0 JTDm 150 Sportiva Nav	£25220	148	110	20

4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles			
1.75T	£45000	237	-	50

ALPINA				
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3			
3.0 S Biturbo	£51350	394	224	-
3dr saloon	Rapid, usable and cheaper alternative to an M3			
3.0 S Biturbo	£50350	394	224	-
B3 CONVERTIBLE 2dr open	Rapid, usable, cheaper alternative to an M3.			
3.0 S Biturbo	£56450	394	225	-
B3 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3.			
3.0 S Biturbo	£51350	394	225	-
B5 4dr saloon	Huge pace, but let down by uninvolved dynamics			
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate	Huge pace, but let down by uninvolved dynamics			
85 Biturbo	£71950	500	255	-
B7 4dr saloon	Makes sense on an autobahn but not for the UK			
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
D3 4dr saloon	Precise dynamics with added Alpina kudos and a great engine			
3.0D Biturbo	£46950	345	139	50
D5 4dr saloon	Rapid, usable and cheaper alternative to an M5			
3.0 Bi-Turbo	£55950	340	155	-
XD3 5dr 4x4	Alpina's first SUV is a triumph. Hugely fast, capable and desirable			
3.0 XD3	£54950	345	-	49

ARIEL				
ATOM 0dr open	Superbike fast track mentalism. As exhilarating as cars get			
245	£29321	245	-	-
300	£34319	300	-	-
V8	£150000	500	-	-

ASTON MARTIN				
RAPIDE 4dr saloon	Four-door Aston is more practical, but just as charming			
5.9 V12 S	£149995	550	355	-

VANTAGE 2dr coupé				
Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8 N420	£96995	420	328	-
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	430	299	-
5.9 V12	£135000	510	388	-
5.9 V12 S	£138000	565	388	50

VANTAGE ROADSTER 2dr open				
Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	430	299	-
5.9 V12	£150000	510	388	-
DB9 VOLANTE 2dr open	Facelift a big improvement dynamically			
5.9 V12	£141995	470	333	-
DB9 2dr coupé	Enchanting looks, but ride is choppy. Manual the best			
5.9 V12	£131995	470	333	-
VANQUISH 2dr coupé	A British supercar for British roads. Looks the business, too			
5.9 V12	£189995	565	335	-

AUDI				
A1 3dr hatch	Audi's answer to the Mini. Fun(ish) and refined			
1.4 TFSI 125 Sport	£16690	123	115	21
1.4 TFSI 125 S line	£18685	123	117	21
1.4 TFSI 150 S line	£19480	148	112	25
2.0 TFSI 231 S1	£25380	228	162	33
1.6 TDI 116 Sport	£15390	114	92	19
1.6 TDI 116 Sport	£17365	114	92	19
1.6 TDI 116 S line	£19360	114	93	19

A1 5dr sportback	Rear doors add convenience to an attractive package			
1.4 TFSI 125 Sport	£17310	123	118	21
1.4 TFSI 125 S line	£19305	123	119	21
1.4 TFSI 125 S line	£20100	148	112	25
1.4 TFSI 150 S line	£26110	228	166	33
1.6 TDI 116 SE	£16010	114	92	19
1.6 TDI 116 Sport	£17985	114	92	19
1.6 TDI 116 S line	£19980	114	93	19

A3 3dr hatch	Classy interior, stable handling and good engines. Second only to the Golf			
1.2 TFSI 110 SE	£18575	108	114	14
2.0 TDI 184 quattro S line	£29905	148	124	26
2.0 TDI 184 quattro Sport	£27755	148	124	26
2.0 TDI 184 S line	£26995	148	108	28
2.0 TDI 184 Sport	£24845	148	108	27
2.0 TFSI 300 quattro S3	£30940	296	162	36
1.2 TFSI 110 SE	£19975	108	114	14
1.2 TFSI 110 S line	£22125	108	114	15
1.4 TFSI 125 SE	£19875	123	117	16
1.4 TFSI 125 Sport	£12175	123	117	16
1.4 TFSI 125 S line	£23425	123	117	16
1.4 TFSI 150 SE ACT	£20725	148	109	21
1.4 TFSI 150 Sport ACT	£24275	148	109	21
1.4 TFSI 150 S line ACT	£23905	178	135	23
1.8 TFSI 180 Sport	£26830	178	149	25
1.8 TFSI 180 S line	£26055	178	135	24
1.8 TFSI 180 quattro S line	£28980	178	149	25
1.6 TDI 110 SE	£20825	108	99	15
1.6 TDI 110 Sport	£22225	108	99	15
1.6 TDI 110 S line	£24375	108	99	16
2.0 TDI 150 SE	£22175	148	106	21
2.0 TDI 150 Sport	£23575	148	106	21
2.0 TDI 150 S line	£25725	148	106	21

A3 4dr saloon	All the A3's standard attributes in a saloon body. S3 great looking			
1.4 TFSI 150 ACT Sport	£23295	148	109	21
1.6 TDI 110 S line	£25545	108	99	16
1.8 TFSI 180 quattro S line	£30150	178	149	25
1.8 TFSI 180 quattro Sport	£28000	178	149	25
2.0 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33540	296	162	36
2.0 TDI 150 Sport	£24745	148	105	21
1.4 TFSI 150 ACT S line	£25445	148	109	21
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23395	108	99	15
2.0 TDI 150 S line	£26895	148	105	21
A3 5dr sportback	Classy interior, stable handling and good engines. Second only to the Golf			
1.4 TFSI 125 S line	£24045	123	117	16
1.4 TFSI 125 Sport	£21895	123	117	16
1.8 TFSI 180 quattro S line	£29600	178	149	25
1.8 TFSI 170 S line	£26675	178	135	24
1.8 TFSI 180 Sport	£24525	178	135	23
2.0 TDI 150 S line	£26345	148	106	21
2.0 TDI 150 SE	£22795	148	106	21
2.0 TDI 150 Sport	£24195	148	106	21
2.0 TDI 184 quattro S line	£30525	175	124	26
2.0 TFSI 300 quattro S3	£31560	296	162	36

1.2 TFSI 110 SE				
1.2 TFSI 110 Sport	£19195	108	114	14
1.2 TFSI 110 S line	£22745	108	114	15
1.4 TFSI 125 SE	£20495	123	117	16
1.4 TFSI 150 SE ACT	£21345	148	109	21
1.4 TFSI 150 Sport ACT	£22745	148	109	21
1.4 TFSI 150 S line ACT	£24895	148	109	21
1.8 TFSI 180 quattro Sport	£27450	178	149	25
1.6 TDI 110 SE	£21445	108	99	16
1.6 TDI 110 Sport	£22845	108	99	15
1.6 TDI 110 S line	£24995	108	99	17
2.0 TDI 184 Sport	£25465	175	110	27
2.0 TDI 184 quattro Sport	£28375	175	124	26
2.0 TDI 184 S line	£27615	175	110	28

A3 CABRIOLET 2dr open	A measured success, but the usual sacrifices make it fun free			
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	24
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27485	108	104	18
1.6 TDI 110 S line	£29735	108	104	20

A4 4dr saloon	Highly competent and quality laden; leaves the dynamic finesse to its rivals			
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£29930	148	119	23
2.0 TDI 150 SE	£28855	148	127	23
2.0 TDI 150 SE Technik	£29855	148	127	23
2.0 TDI 177 SE Technik	£29320	175	120	27
2.0 TFSI 225 quattro Black Edi	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34200	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	152	32
2.0 TFSI 225 quattro SE Technik	£32645	222	155	33
1.8 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25385	118	151	19
1.8 TFSI 120 S line	£26290	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27000	168	134	24
1.8 TFSI 170 S line	£28555	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£29310	328	136	37
3.0 V6 333 S4 Black Edition	£40385	328	136	37
2.0 TDI 136 SE Technik	£28300	134	112	23
2.0 TDI 136 SE	£27300	134	112	23
2.0 TDI 163 ultra SE	£28320	161	109	27
2.0 TDI 163 ultra SE Technik	£29320	161	109	27
2.0 TDI 177 S line	£30875	175	120	28
2.0 TDI 177 Black Edition	£31950	175	120	28
2.0 TDI quattro 177 SE	£29880	175	128	27
2.0 TDI quattro 177 SE Technik	£30880	175	134	27
2.0 TDI quattro 177 S line	£32435	175	134	27
2.0 TDI quattro 177 Black Edi	£33510	175	134	28
3.0 TDI quattro 245 SE	£35360	237	149	33
3.0 TDI quattro 245 S line	£37915	237	149	33
3.0 TDI quattro 245 Black Edi	£38990	237	149	33

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 245 quattro S line	£44985	242	154	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 bitdi 320 quattro Black Edn	£50750	316	164	44
3.0 bitdi 320 quattro S line	£48575	316	159	43
3.0 TDI 218 Black Edition	£42720	215	127	35
3.0 TDI 218 quattro Black Edn	£44480	215	138	40
3.0 TDI 218 quattro S line	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
3.0 TDI 272 quattro Black Edn	£46040	268	138	42
4.0 TFSI 450 S6	£56000	429	214	42
2.0 TDI 190 Ultra SE	£31955	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Edn	£36580	187	119	33
3.0 TDI 218 SE	£38095	215	122	34
3.0 TDI 218 S line	£40545	215	122	34
3.0 TDI 272 quattro SE	£41415	268	133	41
4.0 TFSI 450 S line	£43865	268	133	41
3.0 bitdi 320 quattro SE	£46125	316	159	43
A6 AVANT 5dr estate A capable stress buster, bitdi a giant killer. ★★★★★				
3.0 bitdi 320 quattro Black Edn	£52860	316	169	44
3.0 bitdi 320 quattro S line	£50575	316	164	43
3.0 TDI 218 Black Edition	£44720	215	130	35
3.0 TDI 218 quattro Black Edn	£46495	215	144	40
3.0 TDI 218 quattro S line	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
3.0 TDI 272 quattro Black Edn	£48055	268	144	42
4.0 TFSI 560 RS6	£77995	525	223	50
4.0 TFSI 450 S6	£58000	429	219	47
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	119	33
2.0 TDI 190 Ultra Black Edn	£38580	187	124	33
3.0 TDI 218 SE £40095 215 125 34				
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 272 quattro SE	£43415	268	138	41
3.0 TDI 272 quattro S line	£45865	268	138	41
3.0 bitdi 320 quattro SE	£48125	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4. Even more pricey. ★★★★★				
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 bitdi 313 quattro	£50115	308	176	41
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and power. ★★★★★				
3.0 TFSI 333 quattro S line	£53000	328	176	44
3.0 TFSI 333 quattro Black Edn	£55350	328	176	44
3.0 TDI 18 Ultra SE Exec	£45875	215	123	37
3.0 TDI 218 Ultra S line	£48665	215	122	38
3.0 TDI 218 quattro SE Executi	£47630	215	136	41
3.0 TDI 218 quattro S line	£50425	215	136	41
3.0 TDI 218 quattro Black Edn	£52775	215	136	42
3.0 TDI 272 quattro SE Executi	£50215	268	136	43
3.0 TDI 272 quattro S line	£53005	268	136	43
3.0 TDI 272 quattro Black Edn	£55355	268	136	44
3.0 bitdi 320 quattro S line	£56575	316	162	45
3.0 bitdi 320 quattro Black Edn	£58925	316	162	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68245	208	146	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80690	513	225	49
6.3 W12 500 quattro L	£98100	493	264	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72790	380	194	50
4.2 TDI 385 quattro SE Ex L	£76755	346	197	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 S line	£26625	138	137	20
1.4 TFSI 150 SE	£23875	138	137	20
2.0 TDI 140 quattro S line	£32145	138	149	19
2.0 TDI 140 quattro S line	£29795	138	149	18
2.0 TDI 140 quattro SE	£27045	138	149	18
2.0 TDI 177 quattro S line	£33085	175	148	23
2.0 TDI 177 S line	£29305	168	144	24
2.0 TDI 177 SE	£26555	168	144	24
2.0 TDI 170 quattro S line	£31840	168	174	24
2.0 TFSI 211 quattro S line	£34765	208	179	28
2.0 TFSI 170 quattro SE	£26740	168	174	20
2.0 TFSI 170 quattro S line	£29490	168	174	20
2.0 TFSI 211 quattro SE	£29665	208	179	25

AUTOCAR TOP FIVES

Track cars



1 Ariel Atom 3.5R From £64,000

Everything learnt by Ariel over the past decade has been poured into this version, and it shows. Sublime. **★★★★★**



2 Radical RXC500 From £143,000

Radical's update of its road car delivers the power previously missing. A Nürburgring record-holder in waiting. **★★★★★**



3 BAC Mono From £79,000

A sublime attempt to recreate the single-seater driving experience for the road. Utterly incomparable. **★★★★★**



4 Lotus Exige V6 Cup From £63,000

Lighter and stiffer, the Cup is Lotus's idea of a track-day Exige. Predictably, it's brilliant and easy to live with. **★★★★★**



5 Caterham Seven 620R From £50,000

Forced induction returns to the Seven. A supercharged engine provides Chapman's imp with even more grunt. **★★★★★**


The all-new Audi TT Coupé Sport from £29,770. Includes:

- 18" alloy wheels
- Audi drive select
- Audi Virtual Cockpit
- Alcantara/leather upholstery

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Standard EU Test figures for comparative purposes and may not reflect real driving results. The model shown reflects optional metallic paint priced at £545.00. The price shown is the recommended on-the-road price. Prices quoted and examples shown are correct at time of publication [April 2015].



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With its class-leading efficiency, and near-perfect 50:50 weight distribution for superb agility and performance, the new BMW 1 Series is a driver's car through and through. BMW ConnectedDrive brings the outside world to you. Spotify and 4G capability brings you entertainment and ease of navigation at every turn.

To book your test drive*, contact your local BMW Centre.

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 THP 155 Excl.	£23020	154	139 21	
1.6 THP 155 Excl.+	£25420	154	142 22	
1.6 e-HDi 90 ET66 VTR	£20850	91	98 15	
1.6 e-HDi 90 ET66 VTR+	£22110	91	98 15	
1.6 e-HDi 115 VTR+	£22210	113	105 19	
1.6 e-HDi 115 Excl.	£23510	113	105 18	
1.6 e-HDi 115 Excl.+	£25910	113	105 19	
2.0 Blue HDi 150 Excl.	£24710	148	110 24	
2.0 Blue HDi 150 Excl.+	£27110	148	113 25	
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 Pop	£10420	68	113 5	
1.2 Lounge	£11820	68	113 6	
1.2 S	£11970	68	113 9	
1.2 Cult	£13320	68	113 9	
1.4 T-Jet Abarth	£14255	133	155 26	
1.3 Multijet Lounge	£14220	94	97 15	
1.3 Multijet S	£14370	94	97 14	
1.3 Multijet Cult	£15720	94	97 14	
500 CONVERTIBLE 2dr open				
car. Cab a better drive than hatch	Desirable, cute city			
0.9 TwinAir 105 60	£18170	103	92 15	
0.9 TwinAir 105 Lounge S-S	£16500	103	92 15	
0.9 TwinAir 105 S	£16650	84	92 15	
0.9 TwinAir 85 Colour Therapy	£14970	84	92 15	
0.9 TwinAir 85 60	£17690	84	92 15	
0.9 TwinAir 85 S	£16170	84	92 15	
1.2 Colour Therapy	£13770	68	113 10	
1.2 60	£16490	68	113 10	
1.2 S	£14970	68	113 10	
1.3 Multijet 60	£18890	94	97 18	
1.3 Multijet S	£17370	94	97 18	
1.4 16v Turbo T-Jet Abarth	£16005	133	155 27	
0.9 TwinAir 85 Lounge S-S	£15900	84	92 15	
0.9 TwinAir 85 S	£16900	84	92 15	
0.9 TwinAir 105 Cult	£17500	103	92 15	
1.2 Pop S-S	£13420	68	113 9	
1.2 Lounge S-S	£14700	68	113 10	
1.2 Cult	£15700	68	113 10	
1.3 Multijet Lounge	£17100	94	97 18	
1.3 Multijet Cult	£18100	94	97 18	
500X 5dr hatch				
Familiar styling works rather well as a crossover. Drives okay, too	★★★★★			
1.4 Multiair 140 Pop Star	£17595	138	139 -	
1.4 Multiair 140 Lounge	£19345	138	-	
1.4 Multiair 140 Cross	£18595	138	-	
1.4 Multiair 140 Cross Plus	£20345	138	-	
1.3 Multijet 95 Pop Star	£18095	94	109 -	
1.6 Multijet 120 Pop Star	£19095	118	-	
1.6 Multijet 120 Lounge	£20845	118	-	
1.6 Multijet 120 Cross	£20095	118	-	
1.6 Multijet 120 Cross Plus	£21845	118	-	
2.0 Multijet 140 Cross AWD	£24095	118	147 -	
2.0 Multijet 140 Cross AWD	£25845	118	147 -	
500L 5dr mpv				
A costly option, but has the style to fill out some of its missing substance	★★★★★			
1.4 95 Pop Star	£13040	94	145 10	
0.9 TwinAir Pop Star	£16690	103	112 11	
0.9 TwinAir Lounge	£18090	103	112 11	
0.9 TwinAir Trekking	£18790	103	119 11	
1.4 95 Pop Star	£15200	94	145 10	
1.4 95 Lounge	£16600	94	145 10	
1.4 95 Trekking	£17300	94	149 8	
1.4 120 Pop Star	£17195	118	159 10	
1.4 120 Lounge	£18595	118	159 10	
1.4 120 Trekking	£19295	118	159 10	
1.3 Multijet 85 Pop Star	£16690	83	110 8	
1.3 Multijet 85 Lounge	£18090	83	110 9	
1.3 Multijet 85 Trekking	£18790	83	114 7	
1.6 Multijet 105 Pop Star	£17690	103	117 17	
1.6 Multijet 105 Lounge	£19090	103	117 18	
1.6 Multijet 105 Trekking	£19790	103	122 15	
1.6 Multijet 120 Pop Star	£18190	118	120 17	
1.6 Multijet 120 Lounge	£19590	118	120 17	
1.6 Multijet 120 Trekking	£20290	118	120 17	
500L MPW 5dr mpv				
As above but with seven seat flexibility in its more expensive format	★★★★★			
1.6 Multijet 120 Lounge 7st	£20330	118	117 17	
1.6 Multijet 120 Pop Star 7st	£18830	118	117 17	
0.9 TwinAir 105 Pop Star 7st	£17330	103	112 11	
0.9 TwinAir 105 Lounge 7st	£18830	103	112 11	
1.4 95 Pop Star 5st	£15840	94	145 9	
1.4 95 Lounge 5st	£17340	94	145 9	
1.3 Multijet 85 Pop Star 7st	£17330	83	110 8	
1.3 Multijet 85 Lounge 7st	£18830	83	110 9	
1.6 Multijet 105 Pop Star 7st	£18330	103	117 17	
1.6 Multijet 105 Lounge 7st	£19830	103	117 17	
PUNTO 3dr hatch				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11275	68	126 6	
1.2 8v GBT	£11775	68	126 6	
1.2 8v Pop	£10175	68	126 6	
1.3 85 Multijet Easy	£13775	85	90 13	
1.4 8v Easy	£11685	76	132 8	
1.4 8v GBT	£12185	76	132 8	
1.3 85 Multijet GBT	£14275	85	90 13	
PUNTO 5dr hatch				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11875	68	126 6	
1.2 8v GBT	£12375	68	126 6	
1.2 8v Pop	£10775	68	126 6	
1.4 8v Easy	£12285	76	132 8	
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 8v GBT	£12785	76	132 8	
1.3 85 Multijet Easy	£14375	85	90 13	
1.3 85 Multijet GBT	£14875	85	90 13	
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
FORD				
KA 3dr hatch				
An agile drive and energetic petrol engine. Wooden ride	★★★★★			
1.2 Grand Prix III	£11445	68	115 5	
1.2 Studio Connect	£9445	68	115 3	
1.2 Studio	£8945	68	115 3	
1.2 Edge	£9945	68	115 3	
1.2 Zetec	£10695	68	115 3	
1.2 Metal	£11195	68	115 3	
1.1445	£11445	68	115 5	
B-MAX 5dr mpv				
Fiesta dynamics and sliding door access make the B-Max a cut above	★★★★★			
1.0 EcoBoost 100 Zetec	£15495	99	119 9	
1.0 EcoBoost 100 Titanium	£16695	99	119 10	
1.0 EcoBoost 125 Zetec S-S	£16095	118	99 13	
1.0 EcoBoost 125 Titanium S-S	£17295	118	99 13	
1.0 EcoBoost 125 Titanium X	£18495	118	99 13	
1.4 90 Studio	£13095	89	139 7	
1.4 90 Zetec	£14895	89	139 8	
1.6 105 Zetec Powershift	£16595	103	149 10	
1.6 105 Titanium Powershift	£17795	103	149 11	
1.5 TDCi 75 Zetec	£16295	74	109 8	
1.6 TDCi 95 Zetec	£16795	94	104 10	
1.6 TDCi 95 Titanium	£17995	94	104 11	
FIESTA 3dr hatch				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.6 105 Zetec Powershift	£14845	103	138 12	
1.0 80 Zetec S-S	£13595	79	99 6	
1.0 80 Titanium S-S	£14595	79	99 7	
1.0 EcoBoost Zetec S-S	£14095	99	99 11	
1.0 EcoBoost Titanium S-S	£15095	99	99 11	
1.0 EcoBoost Titanium X S-S	£16295	99	99 11	
1.0 EcoBoost Titanium X S-S	£15595	123	99 15	
1.0 EcoBoost Titanium X S-S	£16795	123	99 16	
1.0 EcoBoost Zetec S S-S	£15645	123	99 15	
1.25 60 Studio	£10145	59	120 3	
1.25 60 Style	£11845	59	120 4	
1.25 82 Style	£12345	80	120 7	
1.25 82 Zetec	£13095	80	120 7	
1.6 105 Titanium Powershift	£15845	103	138 12	
1.6 TDCi EcoBoost ST2	£17395	180	138 30	
1.6 TDCi EcoBoost ST3	£18395	180	138 30	
1.5 TDCi 75 Style	£13845	74	98 8	
1.5 TDCi 75 Zetec	£14595	74	98 9	
1.5 TDCi 75 Titanium	£15595	74	98 9	
1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87 11	
1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87 12	
1.6 TDCi 95 Zetec S	£16145	94	95 12	
1.6 TDCi 95 Titanium ECOnetic	£16495	94	87 12	
1.6 TDCi 95 Titanium X	£17295	94	95 13	
FIESTA 5dr hatch				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.25 82 Style	£12945	80	120 7	
1.6 105 Titanium Powershift	£16445	103	138 12	
1.6 105 Zetec Powershift	£15445	103	138 12	
1.0 80 Zetec S-S	£14195	79	99 6	
1.0 80 Titanium S-S	£15195	79	99 7	
1.0 EcoBoost Zetec S-S	£14695	99	99 11	
1.0 EcoBoost Titanium S-S	£15695	99	99 11	
1.0 EcoBoost Titanium X S-S	£16895	99	99 11	
1.0 EcoBoost Titanium X S-S	£16195	123	99 15	
1.0 EcoBoost Titanium X S-S	£17395	123	99 16	
1.25 60 Zetec	£13695	80	120 7	
1.5 TDCi 75 Style	£14445	74	98 8	
1.5 TDCi 75 Zetec	£15195	74	98 9	
1.5 TDCi 75 Titanium	£16195	74	98 9	
1.6 TDCi 95 Style ECOnetic S-S	£15545	94	87 11	
1.6 TDCi 95 Zetec ECOnetic S-S	£16095	94	87 12	
1.6 TDCi 95 Titanium ECOnetic	£17095	94	87 12	
1.6 TDCi 95 Titanium X	£17895	94	95 13	
ECOSPORT 5dr hatch				
Pumped up Fiesta okay, but developing world origins show through	★★★★★			
1.0 EcoBoost 125 Titanium	£15995	123	125 11	
1.0 EcoBoost 125 Titanium X	£16995	123	125 11	
1.5 112 Titanium	£14995	90	149 10	
1.5 112 Titanium X	£15995	90	149 10	
1.5 TDCi 91 Titanium	£16495	90	120 10	
1.5 TDCi 91 Titanium X	£17495	90	120 10	
FOCUS 5dr hatch				
Still best to drive, but only just. Still feels like a complete package	★★★★★			
1.6 125 Zetec S	£20795	123	146 14	
1.0 EcoBoost Zetec	£17295	99	105 10	
1.0 EcoBoost Zetec	£18295	99	105 10	
1.0 EcoBoost Titanium	£19795	99	105 10	
1.0 EcoBoost Titanium X	£21795	99	105 10	
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.0 T25 Ecoboost Zetec	£18795	123	108 14	
1.0 T25 Ecoboost Zetec S	£20045	123	108 14	
1.0 T25 Ecoboost Titanium	£20295	123	108 14	
1.6 T25 Ecoboost Titanium X	£22295	123	108 14	
1.5 T150 Ecoboost Zetec S	£20545	148	137 14	
1.5 T150 Ecoboost Titanium	£20795	148	137 14	
1.5 T150 Ecoboost Titanium X	£23320	180	137 14	
1.6 182 Studio	£13995	84	136 7	
1.6 105 Style	£16795	103	136 11	
1.6 125 Style auto	£18545	123	146 14	
1.6 125 Zetec	£19545	123	146 14	
1.6 125 Titanium auto	£21045	123	146 14	
2.0 T250 Ecoboost ST	£22195	247	159 34	
2.0 T250 Ecoboost ST-2	£23695	247	159 35	
2.0 T250 Ecoboost ST-3	£25995	247	159 36	
1.5 TDCi 95 Style	£17995	94	98 11	
1.5 TDCi 120 Zetec	£19495	118	98 11	
1.5 TDCi 120 Zetec S	£20745	118	98 11	
1.5 TDCi 120 Titanium	£20995	118	98 11	
1.5 TDCi 120 Titanium X	£22995	118	98 11	
1.6 TDCi 95 Style	£17895	94	109 11	
1.6 TDCi 115 Zetec	£19395	114	109 16	
1.6 TDCi 115 Zetec S	£20645	114	109 16	
1.6 TDCi 115 Titanium	£20895	114	109 16	
2.0 TDCi 150 Titanium	£22335	148	109 16	
2.0 TDCi 150 Titanium X	£24335	148	109 -	
2.0 TDCi 185 ST	£22195	178	110 34	
2.0 TDCi 185 ST-2	£23695	178	110 35	
2.0 TDCi 185 ST-3	£25995	178	110 36	
FOCUS 5dr estate				
Well-mannered and comfortable. An Octavia carries more	★★★★★			
1.0 EcoBoost Style	£18395	99	109 10	
1.0 EcoBoost Titanium	£20895	99	109 10	
1.0 EcoBoost Titanium X	£22895	99	109 10	
1.0 EcoBoost Zetec	£19395	99	109 10	
1.0 T25 Ecoboost Titanium	£21395	123	110 14	
1.0 T25 Ecoboost Titanium X	£23395	123	110 14	
1.0 T25 Ecoboost Zetec	£19895	123	110 14	
1.0 T25 Ecoboost Zetec S	£21145	123	110 14	
1.5 TDCi 120 Titanium	£22095	118	98 11	
1.5 TDCi 120 Titanium X	£24095	118	98 11	
1.5 TDCi 120 Zetec	£20595	118	98 11	
1.5 TDCi 120 Zetec S	£21845	118	98 11	
1.5 TDCi 95 Style	£19095	94	98 11	
1.5 TDCi 115 Titanium	£21885	148	128 14	
1.5 TDCi 115 Zetec S	£21645	148	128 14	
1.5 TDCi 115 Titanium X	£24610	180	128 14	
1.6 105 Style	£17880	103	139 11	
1.6 125 Style auto	£19645	123	146 14	
1.6 125 Titanium auto	£22145	123	146 14	
1.6 125 Zetec	£20645	123	146 14	
1.6 TDCi 115 Titanium	£22195</			



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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★				
2.0 TDCi 180 Titanium X Sport	£32045	178	135	22
1.6 T150 EcoBoost Titanium X S	£28350	148	154	20
1.6 T182 EcoBoost Titanium X S	£32510	180	179	23
2.0 TDCi 140i Titen X Sport ZWD	£29750	138	129	20
2.0 TDCi 163 Titanium X Sport	£31750	138	154	24
1.6 T150 EcoBoost Zetec ZWD	£21000	148	154	20
1.5 T150 EcoBoost Zetec ZWD	£21000	148	143	20
1.6 T150 EcoBoost Titanium	£22645	148	143	20
1.6 T150 EcoBoost Titanium X	£25395	148	143	20
1.6 T150 EcoBoost Titanium ZWD	£22650	148	154	21
1.6 T150 EcoBoost Titanium X ZWD	£25400	148	154	22
1.5 T150 Titanium X Sport	£28345	148	143	20
1.6 T182 EcoBoost Zetec	£25160	180	179	21
1.5 T182 EcoBoost Zetec AWD	£25160	180	171	21
1.6 T182 EcoBoost Titanium	£26810	180	179	22
1.5 T182 EcoBoost Titanium AWD	£26795	180	171	21
1.6 T182 EcoBoost Titanium X	£29560	180	179	23
1.5 T182 EcoBoost Titanium X A	£29560	180	171	23
1.5 T182 Ebst Titanium X	£32495	180	171	21
2.0 TDCi 140 Zetec ZWD	£22400	138	129	20
2.0 TDCi 150 Zetec	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium ZWD	£24050	138	139	21
2.0 TDCi 140 Titanium ZWD	£24345	148	122	20
2.0 TDCi 140 Titanium X ZWD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 163 Titanium	£26050	138	154	22
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 163 Titanium X	£28800	138	154	24
2.0 TDCi 180 Titanium AWD	£26345	178	135	22
2.0 TDCi 180 Titanium X AWD	£29095	178	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with ★★★★★				
1.0 T100 EcoBoost Zetec S-S	£18150	99	117	10
1.0 T125 EcoBoost Zetec S-S	£18650	123	117	10
1.0 T100 EcoBoost Titanium S-S	£19650	99	117	10
1.0 T125 EcoBoost Titanium S-S	£20150	123	117	10
1.0 T125 EcoBoost Titanium X S-S	£21255	123	117	11
1.6 T105 Zetec	£17650	103	149	14
1.6 T150 EcoBoost Titanium S-S	£20855	148	144	19
1.6 T182 EcoBoost Titanium X S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater ★★★★★				
1.0 T100 EcoBoost Zetec S-S	£19745	99	119	10
1.0 T125 EcoBoost Zetec S-S	£20245	123	119	10
1.0 T100 EcoBoost Titanium S-S	£21045	99	119	10
1.0 T125 EcoBoost Titanium S-S	£21545	123	119	10
1.0 T125 EcoBoost Titanium X S-S	£22545	123	119	11
1.6 T150 EcoBoost Titanium S-S	£22250	148	149	19
1.6 T182 EcoBoost Titanium X S-S	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	124	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark ★★★★★				
1.6 T150 EcoBoost Zetec S-S	£23310	158	159	18
1.6 T160 Eco Titanium S-S	£25060	158	159	19
2.0 TDCi EcoBoost Titanium auto	£26735	200	189	22
2.0 TDCi 140i Xp. Au	£31485	237	194	27
1.6 T150 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	20
2.0 TDCi 140 Titanium	£26045	138	139	20
2.0 TDCi 163 Titanium	£26645	161	139	21
2.0 TDCi 163 Tilt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	177	126	26
2.2 TDCi 200 Tilt. X Sp.	£31620	197	179	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap ★★★★★				
2.2 TDCi 200 Titanium X	£32875	177	179	27
1.6 T160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 T160 Eco Titanium S-S	£27570	158	167	18
1.6 T160 Eco Titanium X S-S	£30070	158	167	18
2.0 TDCi EcoBoost Titanium auto	£29235	200	189	24
2.0 TDCi EcoBoost Titen X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£23660	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tilt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupe Road-legal race car with stripped-out chunk to spare ★★★★★				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini ★★★★★				
1.2 i-VTEC SE	£13395	99	123	14
1.2 i-VTEC SE-T	£14390	99	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	99	123	13
1.2 i-VTEC S-A-C	£12545	99	123	13
1.2 i-VTEC S-T-A-C	£12690	99	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EXL-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance ★★★★★				
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	16
1.6 i-DTEC S	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£21180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	16
1.6 i-DTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£21235	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21430	118	98	15
CVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard ★★★★★				
1.6 i-DTEC EX Plus	£26140	118	103	16
1.6 i-DTEC S	£19755	118	98	15
1.6 i-DTEC SE Plus	£21570	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive ★★★★★				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful ★★★★★				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★★★				
1.6 i-DTEC 120 SE Nav ZWD	£26740	118	115	22
1.6 i-DTEC 120 S-Nav ZWD	£24300	118	115	23
1.6 i-DTEC 120i SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22340	154	168	22
2.0 i-VTEC S-Nav ZWD	£23240	154	168	22
2.0 i-VTEC SE ZWD	£24510	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25680	154	168	22
2.0 i-VTEC SE	£25610	154	173	22
2.0 i-VTEC SE-Nav	£26780	154	173	22
2.0 i-VTEC SR	£28590	154	177	23
2.0 i-VTEC EX	£30435	154	177	23
1.6 i-DTEC 120 S ZWD	£23400	118	115	22
1.6 i-DTEC 120 S ZWD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★				
1.0 S	£8595	65	108	1
1.0 S Air	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	114	1
1.2 SE	£10110	86	114	4
1.2 Premium	£10810	86	114	4
i20 5dr hatch Very good value hatch. Fun a byproduct; practically mostly spot on ★★★★★				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.4 CRDi 90 SE	£14725	99	106	11
1.4 CRDi 90 Premium	£15725	99	106	12
1.4 CRDi 90 Premium SE	£16725	99	106	12
i30 3dr hatch As good as we come to expect, but not one inch better ★★★★★				
1.6 i20 Sport Nav	£18720	118	149	11
1.4 100 Class	£14605	98	139	7
1.4 100 Active	£15805	98	143	7
1.6 i20 Sport	£17600	118	149	10
1.6 CRDi 110 Blue Drive Active	£18090	109	100	11
1.6 CRDi 128 Sport	£19590	126	108	13
1.6 CRDi 128 Sport Nav	£20710	126	108	13
i3				

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.8 S	£37205	217	175	43
EXIGE 2dr coupé	Sharp, uncompromising track car.	★★★★★		
Unforgiving on road	★★★★★			
3.5 V6 S	£54610	236	236	47
EVORA 2dr coupé	Sublime combination of pilant ride and sweet handling	★★★★★		
3.5 V6	£53080	276	217	50
3.5 V6 +2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S +2	£64190	345	229	50
3.5 V6 Sp. Racer	£66850	345	229	50
MASERATI				
Ghibli 4dr saloon	Classy and entertaining but less polished than a 5-Series	★★★★★		
3.0 V6	£52275	325	223	50
3.0 V6 S	£63415	304	246	50
QUATTROPORTE 4dr saloon	Not quite as sophisticated as it might have been.	★★★★★		
3.0 V6 S	£80095	404	-	50
3.8 V8	£110000	523	274	50
3.0 V6 Diesel	£69230	271	163	50
GRANTURISMO 2dr coupé	Fantastic looks and soundtrack, average chassis	★★★★★		
4.2 V8	£82140	400	330	50
4.7 V8 Sport	£90390	453	354	50
4.7 V8 MC Stradale	£109995	453	337	50
GRANCABRIO 2dr open	Fantastic looks and soundtrack, average chassis	★★★★★		
4.2 V8	£98200	433	354	50
4.7 V8 Sport	£102615	453	337	50
MAZDA				
2dr hatch	Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★★		
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport	£15995	113	117	-
1.5 105 SE-L	£15995	104	89	-
1.5 105 SE-L Nav	£16395	104	89	-
1.5 105 Sport	£16995	104	89	-
1.5 105 Sport Nav	£17395	104	89	-
3dr saloon	Refined, well-priced family hatch. Dynamically satisfying, too	★★★★★		
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£19395	118	119	17
2.0 120 Sport Nav	£20195	118	119	17
2.2d 150 SE	£19645	148	104	23
2.2d 150 SE-L	£20245	148	104	23
2.2d 150 SE-L Nav	£21145	148	104	23
2.2d 150 SE-L Nav	£21745	148	104	23
2.2d 150 Sport Nav	£22545	148	104	23
3dr hatch	Refined, well-priced family hatch. Dynamically satisfying, too	★★★★★		
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17095	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£19395	118	119	17
2.0 120 Sport Nav	£20195	118	119	17
2.0 165 Sport Nav	£21920	162	135	22
2.2d 150 SE	£19645	148	107	23
2.2d 150 SE Nav	£20245	148	107	23
2.2d 150 SE-L	£21145	148	107	23
2.2d 150 SE-L Nav	£21745	148	107	23
2.2d 150 Sport Nav	£22545	148	107	23
6dr saloon	A compelling mix of size, economy and performance. Interior a let down	★★★★★		
2.0 145 SE	£19795	143	129	18
2.0 145 SE-L	£20495	143	129	18
2.0 145 SE-L Nav	£20795	143	129	18
2.0 145 SE-L Nav	£21495	143	129	18
2.0 165 Sport Nav	£24595	162	135	19
2.2d 150 SE	£22295	148	108	21
2.2d 150 SE Nav	£22995	148	108	21
2.2d 150 SE-L	£23295	148	108	21
2.2d 150 SE-L Nav	£23995	148	108	21
2.2d 150 Sport Nav	£26395	148	108	21
2.2d 175 Sport Nav	£26795	173	119	23
6dr tourer	A compelling mix of size, economy and performance. Interior a let down	★★★★★		
2.0 145 SE-L Nav	£22425	143	129	18
2.0 165 Sport Nav	£25395	162	135	19
2.2d 150 SE-L	£23695	148	119	18
2.2d Skyactiv-D 150 SE-L Nav	£23430	148	119	18
2.2d Skyactiv-D 150 SE-L Lux	£25295	148	119	20
2.2d Sky-D 150 SE-L Lux Nav	£25940	148	119	20
2.2d Skyactiv-D 150 Sport Nav	£26695	148	119	21
2.2d Sky-D 150 SE-L AWD	£26395	148	136	17
2.2d Sky-D 150 SE-L Nav AWD	£26095	148	136	17
2.2d Sky-D 175 Sport Nav AWD	£28695	173	136	21
5dr mpv	Functional seven-seater, but not unpleasant to drive. Lots of kit	★★★★★		
2.0 150 Sport Venture	£20495	148	159	16
1.6d 115 Sport Venture	£21895	114	138	16
MX-5 2dr open	Worthy of its iconic status. Manageable, fun and attainable	★★★★★		
1.8i Sport Venture	£18995	125	167	21
1.8i SE	£18495	125	167	21
MX-5 COUPE CABRIOLET 2dr c	As above, but with a nifty folding hard top.	★★★★★		
1.8i SE	£19995	125	167	21

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0i Sport Tech	£23095	158	181	26
2.0i Sport Tech Nav	£23295	158	181	26
MCLAREN				
650S 2dr coupé	Extraordinary pace and handling. The car the 12C should have been	★★★★★		
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open	More of the same, although noisier - and better for it	★★★★★		
3.8 V8	£215250	641	-	50
P1 2dr coupé	Other-worldly. As worthy of a place in hypercar history as the F1	★★★★★		
3.8 V8	£866000	903	194	50
MERCEDES-BENZ				
A-CLASS 5dr hatch	Desirability on message; ride quality seriously off-piste	★★★★★		
A180 CDI SE ECO	£21965	107	92	16
A250 AMG Sport 4MATIC	£28990	208	154	33
A250 Engin'ed by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 AMG Sport	£27440	208	140	33
A250 Engineered by AMG Sport	£29360	208	140	34
A45 AMG	£38195	354	161	45
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
B-CLASS 5dr hatch	A slightly odd prospect, but practical and classy	★★★★★		
B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B180 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£22310	108	108	15
B200 CDI AMG Line	£25540	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25
CLA 4dr saloon	Attractive from some angles, unappealing from others. Dynamics to match	★★★★★		
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£33440	208	154	24
CLA180 Sport	£24775	121	130	24
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Line	£31975	168	117	28
C-CLASS 2dr coupé	Nice balance of style, usability and driver reward	★★★★★		
C63 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41
C-CLASS 4dr saloon	Stellar cabin and polished drive increase appeal; engines not so good	★★★★★		
C200 SE	£27270	181	123	31
C200 Sport	£29265	181	124	31
C200 AMG Line	£30760	181	128	31
C63 AMG	£59795	469	192	-
C63 AMG S	£66545	503	192	-
C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC SE	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£34325	201	117	35
C250 BlueTEC AMG Line	£34430	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-
C-CLASS 5dr estate	Decent practicality and fantastic interior - but only okay to drive	★★★★★		
C200 BlueTEC AMG Line	£33260	134	102	25
C200 BlueTEC SE	£29770	134	102	25
C200 Sport	£31765	134	102	25
C200 SE	£28055	181	128	31
C220 BlueTEC SE	£30565	168	103	31
C250 BlueTEC SE	£33220	201	117	35
C63 AMG	£60995	469	196	47
C63 AMG S	£67745	503	196	47
C200 Sport	£30050	181	128	31
C200 AMG Line	£31675	181	128	31
C220 BlueTEC SE	£32560	168	108	31
C220 BlueTEC AMG Line	£34055	168	108	31
C250 BlueTEC SE	£35215	201	117	35
C250 BlueTEC AMG Line	£36710	201	117	35
E-CLASS 4dr saloon	A return to the old Merc qualities. Refined and relaxing	★★★★★		
E300 BlueTECH HyD AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47
E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37
E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£32750	168	120	34
E220 BlueTEC AMG Line	£35245	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
E-CLASS 5dr estate	A return to the old Merc qualities. Refined and relaxing	★★★★★		
E220 BlueTEC AMG Line	£38555	168	135	35
E220 BlueTEC SE	£36600	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI AMG Line	£41250	201	145	40
E250 CDI SE	£38755	201	143	39

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
E250 SE	£32725	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85900	582	231	47
E-CLASS 2dr coupé	A return to the old Merc qualities. Refined and relaxing	★★★★★		
E200 AMG Line	£38420	181	140	39
E400 AMG Line Plus	£46100	329	176	45
E220 BlueTEC SE	£35095	168	123	38
E220 BlueTEC AMG Line	£37590	168	126	39
E250 BlueTEC AMG Line	£40730	201	129	43
E350 BlueTEC AMG Line	£42425	228	149	46
E-CLASS CABRIOLET 2dr open	Nice cabin, but ride isn't great. Six-pot engines best	★★★★★		
E200 AMG Line	£41805	181	146	42
E400 AMG Line Plus	£49950	329	185	48
E220 BlueTEC SE	£38465	168	127	41
E220 BlueTEC AMG Line	£41090	168	134	42
E250 CDI AMG Line	£44100	201	128	45
E350 BlueTEC AMG Line	£45810	228	154	48
S-CLASS 2dr coupé	Heavyweight contender. Continent smothering luxury	★★★★★		
S500	£96190	449	207	50
S63 AMG	£125595	577	237	50
S65 AMG	£183605	621	279	50
S-CLASS 4dr saloon	Still the best luxury car in the real world. Calm, advanced, rewarding	★★★★★		
S500 Plug-in Hybrid	£87965	436	65	50
S500 L AMG Line	£88395	449	207	50
S400 Hybrid L SE Line	£70900	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119835	577	237	50
S65 AMG L	£179985	621	279	50
S300 BlueTEC Hybrid L AMG Line	£72260	204	120	49
S350 BlueTEC SE	£62905	254	146	49
S350 BlueTEC AMG Line	£67940	254	151	50
S350 BlueTEC L SE Line	£66910	254	148	50
S350 BlueTEC L AMG Line	£70940	254	154	50
CLS 4dr saloon	Saloon-like practicality, coupe-like rewards	★★★★★		
400 AMG Line	£55850	328	170	50
63 AMG S	£86500	577	231	50
220 BlueTEC AMG Line	£465			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 e-HDI 115 Access EGC	£21895	113	113	16
1.6 e-HDI 115 Active EGC	£23495	113	123	17
1.6 e-HDI 115 Allure EGC	£25295	113	126	16
1.6 HDI 115 Access	£21045	113	124	16
1.6 HDI 115 Active	£22745	113	128	17
1.6 HDI 115 Allure	£24550	113	135	16
2.0 HDI 150 Active	£23750	148	138	20
2.0 HDI 163 Active auto	£24950	161	149	20
2.0 HDI 150 Allure	£25550	148	140	20
2.0 HDI 163 Allure auto	£26750	161	149	19
RCZ 2dr coupé Classy, interesting, fun coupe.				
Peugeot's got its mojo back	★★★★☆			
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 Sport	£24495	197	155	33
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDI 163 Sport	£24200	161	130	29
2.0 HDI 163 GT	£26600	161	130	30
PORSCHE				
BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★			
2.7	£39350	261	192	40
3.4 S	£47725	311	206	43
3.4 GTs	£53569	326	211	44
CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure	★★★★★			
2.7	£40234	271	192	37
3.4 S	£49473	320	206	41
3.4 GTs	£56087	335	211	43
911 2dr coupé The best just got better. Still more than worthy of its iconic status	★★★★★			
3.4 Carrera	£74199	345	212	46
3.4 Carrera 4	£79055	345	219	46
3.8 Carrera S	£84235	395	224	47
3.8 Carrera 4S	£89315	395	234	48
3.8 Turbo	£121513	514	227	48
3.8 Turbo S	£143035	552	227	48
3.8 GT3	£101685	468	289	48
911 CABRIOLET 2dr open The best just got better. Still more than worthy of its iconic status	★★★★★			
3.4 Carrera	£82859	345	217	49
3.8 Carrera S	£93119	395	229	50
3.4 Carrera 4	£87715	345	224	49
3.4 Targa 4	£87067	345	223	49
3.8 Carrera 4S	£97975	395	236	50
3.8 Targa 4S	£97328	395	237	50
3.8 Turbo	£130138	513	231	50
3.8 Turbo S	£151772	552	231	50
918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model	★★★★★			
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense	★★★★★			
2.0	£40621	234	175	-
3.0 V6 S	£43990	336	212	40
3.6 V6 Turbo	£59990	395	216	44
3.0 V6 S Diesel	£43535	254	164	39
PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless	★★★★☆			
3.0 V6 S	£83129	414	204	46
3.0 V6 4S	£86770	414	208	46
3.0 V6 S e-Hybrid	£84456	410	71	50
3.6 V6 PDK	£64453	306	196	46
3.6 V6 4 PDK	£68144	306	203	47
4.8 V8 GT5 PDK	£94306	424	249	50
4.8 V8 Turbo PDK	£108921	493	239	50
3.0 V8 Turbo S PDK	£132067	562	239	50
3.0D V6	£65634	247	166	46
CAYENNE 5dr 4x4 Classy interior and mostly good fun. Hybrid not entertaining	★★★★☆			
3.0 V6 S e-Hybrid	£61529	410	79	49
3.6 V6 S	£50266	296	215	47
3.6 V6 S	£61133	414	229	48
3.6 V6 GT5	£73438	414	234	-
4.8 V8 Turbo	£93773	513	267	50
3.0 V6 Diesel	£50302	258	179	45
4.2 V8 S Diesel	£62164	380	209	50
PROTON				
SAVVY 5dr hatch Compromise in quality isn't worth the saving	★★★★☆			
1.2 Style	£7995	75	134	8
SATRIA NEO 3dr hatch Best Proton ever, but still unjustifiable	★★★★☆			
1.6 6SX	£8495	111	157	19
1.6 Sport	£9495	111	157	19
GEN-2 4dr saloon Hugely disappointing despite price	★★★★☆			
1.6 Persona ecologic	£11195	110	157	16
GEN-2 5dr hatch Hugely disappointing despite price	★★★★☆			
1.3 GLS	£9195	74	164	10
1.6 6SX ecologic	£11195	110	170	16
RADICAL				
SR3 2dr coupé Spectacular on the track, not so good on the way home	★★★★☆			
SL	£69850	245	-	-
RENAULT				
TWIZY 2dr hatch Zany solution to personal mobility. Suitably irreverent and impractical	★★★★☆			
EV 13kV Urban	£6895	17	0	10
EV 13kV Technic	£7595	17	0	11
ZOE 5dr hatch Far more practical zero emission solution. Attractive price	★★★★☆			
Expr.	£18995	87	0	15
Dyn'que Zen	£20195	87	0	16
Dyn'que Intens	£20195	87	0	16
TWINGO 5dr hatch Rear-engined city car is cleverly packaged - but not the class leader	★★★★☆			
0.9 Tce 90 Dyn'que Energy	£11695	89	99	8
1.0 Sde 70 Expr.	£9495	69	105	2
1.0 Sde 70 Play	£9995	69	105	2
1.0 Sde 70 Dyn'que S-S	£10995	69	95	3
CAPTUR 5dr hatch On message compact crossover. Better looking than most	★★★★☆			
0.9 Tce Expr. +	£14195	89	115	9
0.9 Tce 90 Dyn'que Media Nav	£15195	89	115	9
0.9 Tce 90 Dyn'que S Media N	£16695	89	115	10
1.2 Tce 120 Dyn'que Media N	£17395	118	125	14
1.2 Tce 120 Dyn'que S Media N	£18895	118	125	15
1.5 dci 90 Expr.	£15595	89	95	11
1.5 dci 90 Dyn'que Media Nav	£16595	89	95	12
1.5 dci 90 Dyn'que S Media N	£18095	89	95	12
CLIO 5dr hatch Attractive, nice to drive and practical. Only the Fiesta does it better	★★★★☆			
1.2 Tce 120 GT-Line EDC	£17395	118	120	14
1.6 Renaultsport 200 Lux	£19995	197	144	29
1.2 75 Expr.	£10995	75	127	7
1.2 75 Expr. +	£12495	75	127	8
1.2 75 Dyn'que Media Nav	£13495	75	127	8
0.9 Tce 90 Expr. +	£13495	89	104	9
0.9 Tce 90 Eco Expr. +	£13745	89	99	9
0.9 Tce 90 Dyn'que Media Nav	£14495	89	104	9
0.9 Tce Eco Dyn'que Media Nav	£14745	89	99	9
0.9 Tce 90 Dyn'que S Media Nav	£15495	89	105	10
1.6 Renaultsport 200	£18995	197	144	29
1.5 dci 90 Expr. +	£14595	89	90	13
1.5 dci 90 Eco Expr. +	£14845	89	83	13
1.5 dci 90 Dyn'que Media Nav	£15595	89	90	13
1.5 dci 90 Eco Dyn'que Media Nav	£15845	89	83	13
1.5 dci 90 Dyn'que S Media Nav	£15995	89	90	13
MEGANE 5dr hatch Stylish and refined but bland. Nothing exceptional	★★★★☆			
1.2 Tce 130 GT Line TomTom EDC	£21470	113	119	15
1.5 dci 110 Knight Edition S-S	£18645	109	90	16
1.2 Tce 115 Expr. + S-S	£17570	113	119	14
1.2 Tce 115 Dyn'que TomTom S-S	£18570	113	119	14
1.2 Tce 115 GT Line S-S	£20070	113	119	15
1.6 110 Expr. +	£16750	109	159	14
1.6 110 Knight Edition	£17150	109	159	17
1.6 110 Dyn'que TomTom	£17750	109	159	15
1.5 dci 110 Expr. + S-S	£18245	109	90	16
1.5 dci 110 Dyn'que TomTom S-S	£19245	109	90	17
1.5 dci 110 GT Line TomTom S-S	£20745	109	90	18
1.6 dci 130 Dyn'que TomTom S-S	£19745	128	104	20
1.6 dci 130 GT Line TomTom S-S	£21245	128	104	20
MEGANE SPORT TOURER 5dr estate Stylish and refined but bland. Nothing exceptional	★★★★☆			
1.2 Tce 115 Expr. + S-S	£18570	113	119	14
1.2 Tce 130 GT Line TomTom EDC	£22470	113	119	15
1.5 dci 110 Knight Edition S-S	£19645	109	90	16
1.6 110 Knight Edition	£18150	109	159	14
1.6 110 Dyn'que TomTom S-S	£19570	113	119	14
1.2 Tce 115 GT Line TomTom S-S	£21070	113	119	15
1.6 VVT 110 Expr. +	£19245	109	159	14
1.6 VVT 110 Dyn'que TomTom	£18750	109	159	15
1.5 dci 110 Expr. + S-S	£19245	109	90	16
1.5 dci 110 Dyn'que TomTom S-S	£20245	109	90	17
1.5 dci 110 GT Line TomTom S-S	£21745	109	90	18
1.6 dci 130 Dyn'que TomTom S-S	£20745	128	104	20
1.6 dci 130 GT Line TomTom S-S	£22245	128	104	20
MEGANE 3dr coupé Stylish but average in normal guise. RSPORT excellent	★★★★☆			
1.2 Tce 130 GT Line TomTom EDC	£22245	113	119	15
1.5 dci 110 Knight Edition S-S	£20345	109	90	16
1.6 110 Knight Edition	£19650	109	159	15
1.2 Tce 115 Dyn'que TomTom S-S	£19345	113	119	15
1.2 Tce 115 GT Line TomTom S-S	£20845	113	119	15
1.6 VVT 110 Dyn'que TomTom S-S	£18250	109	159	15
2.0T Renaultsport 265	£25930	261	174	36
2.0T Renaultsport 275 Trophy	£28930	271	174	36
1.5 dci 110 Dyn'que TomTom S-S	£20945	109	90	17
1.5 dci 110 GT Line TomTom S-S	£22445	109	90	18
1.6 dci 130 Dyn'que TomTom S-S	£21445	129	104	20
1.6 dci 130 GT Line TomTom S-S	£22945	129	104	20
MEGANE CC 2dr cc Not much fun to drive. Nice cabin. 1.4 Tce short on pace	★★★★☆			
1.2 Tce 130 Dyn'que TomTom	£23800	118	169	19
1.2 Tce 130 GT Line TomTom	£25300	118	169	19
1.5 dci 110 Dyn'que TomTom	£24545	109	124	17
1.6 dci 130 Dyn'que TomTom	£25045	109	124	17
1.6 dci 130 GT Line TomTom	£26545	109	124	17
SCENIC 5dr mpv Still a class act. Well priced and equipped	★★★★☆			
1.2 Tce 130 Dyn. TomTom XMOD	£22305	113	140	18
1.2 Tce 130 Dyn'que TomTom S	£20805	113	140	18
1.6 VVT 110 Expr. + XMOD	£18165	109	178	19
1.6 VVT 110 Dyn'que TomTom	£19360	109	174	19
1.6 VVT 110 Dyn'que TomTom XMOD	£19365	109	178	19
1.2 Tce 115 Dyn. TomTom S-S	£20455	113	135	18
1.2 Tce 115 Dyn'que TomTom XMOD	£20455	113	140	18
1.5 dci 110 Dyn. TomTom S-S	£21295	109	105	19
1.5 dci 110 Expr. + XMOD	£19945	109	128	19
1.5 dci 110 Dyn'que TomTom XMOD	£21295	109	105	19
1.6 dci 130 Dyn. TomTom S-S	£22395	128	114	23
1.6 dci 130 Dyn'que TomTom	£22395	128	114	24
GRAND SCENIC 5dr mpv As above, but with seven seats. Nice cabin and ride	★★★★☆			
1.2 Tce 130 Dyn. TomTom S-S	£22025	113	140	19
1.2 Tce 115 Dyn. TomTom S-S	£21675	113	140	19
1.6 VVT 110 Dyn'que TomTom	£20585	109	178	19
1.5 dci 110 Dyn. TomTom S-S	£22515	109	105	19
1.6 dci 130 Dyn. TomTom S-S	£23615	128	114	24
ROLLS-ROYCE				
GHOST 4dr saloon The best driver's car in the stable. Fabulously indulgent	★★★★★			
6.6 V12	£200500	563	317	-
6.6 V12 EWB	£230000	563	317	-
PHANTOM 4dr saloon Opulence befitting the price tag. Benchmark ride quality	★★★★★			
6.8 V12	£285200	453	347	-
6.8 V12 EWB	£336700	453	380	-
PHANTOM 2dr coupé Opulence befitting the price tag. Benchmark ride quality	★★★★★			
6.8 V12	£313200	453	377	-
PHANTOM 2dr open Opulence befitting the price tag. Benchmark ride quality	★★★★★			

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 TDI 110 Greenline	£21320	108	85	15
1.6 TDI 110 SE Business Greenline	£21170	108	85	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23080	148	124	19
2.0 TDI 150 SE Business	£21480	148	110	19
1.2 TSI 105 S	£17130	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27720	178	141	25
2.0 TSI 220 vRS	£24905	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	14
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21630	148	110	19
2.0 TDI 150 Scout 4x4	£25530	148	129	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27560	148	110	22
2.0 TDI 150 Laurin Klement 4x4	£29010	148	124	21
2.0 TDI 184 Scout 4x4	£28205	181	134	-
2.0 TDI 184 vRS	£25170	181	119	26
SUPERB 5dr hatch Enormous and brilliant. A cut-price E-class for the masses	★★★★★			
1.6 TDI 105 SE Business Greenline	£20625	103	109	17
2.0 TDI 140 Eleg.	£24840	138	119	23
2.0 TDI 140 SE Business	£21090	138	119	22
2.0 TDI 170 Eleg. 4x4	£28670	168	147	25
2.0 TDI 170 Laurin & Klement 4	£30660	168	147	25
2.0 TDI 170 SE 4x4	£25960	168	147	24
1.4 TSI 125 S	£18690	123	138	19
1.8 TSI 160 SE	£21730	158	158	25
1.8 TSI 160 Eleg. DSG	£25750	158	162	26
3.6 V6 FSI Eleg. 4WD	£30655	256	215	34
3.6 V6 FSI Laurin and Klement	£32645	256	215	34
1.6 TDI 105 S Greenline	£20200	103	109	17
1.6 TDI 105 SE Greenline	£21665	103	109	17
1.6 TDI 105 Eleg. Greenline	£23990	103	109	17
1.6 TDI 105 S	£19890	103	117	17
2.0 TDI 140 S	£20490	138	119	22
2.0 TDI 140 SE	£22130	138	119	23
2.0 TDI 140 Eleg. 4WD	£26430	138	137	22
2.0 TDI 140 Laurin and Klement	£26830	138	137	24
2.0 TDI 140 Laurin Klement 4WD	£28420	138	137	23
2.0 TDI 170 SE	£23060	168	120	25
2.0 TDI 170 Eleg.	£25770	168	120	26
2.0 TDI 170 Laurin and Klement	£27660	168	120	26
SUPERB 5dr estate Enormous and brilliant. A cut-price E-class for the masses	★★★★★			
1.4 TSI S	£19815	123	142	19
1.6 TDI 105 S	£21015	103	119	17
1.6 TDI 105 S Greenline	£21325	103	113	17
1.6 TDI 105 SE Business Greenline	£21905	103	113	17
1.6 TDI 105 S Greenline	£22945	103	113	17
1.8 TSI 160 Eleg. DSG	£27030	158	164	26
1.8 TSI 160 SE	£23010	158	160	25
2.0 TDI 140 Eleg.	£26120	138	119	23
2.0 TDI 140 Eleg. 4x4	£27710	138	139	22
2.0 TDI 140 Laurin and Klement	£28760	138	119	24
2.0 TDI 140 Laurin Klement 4x4	£30350	138	139	23
2.0 TDI 140 Outdoor 4x4	£27000	138	139	23
2.0 TDI 140 Outdoor Plus 4x4	£28000	138	139	23
2.0 TDI 140 S	£21615	138	119	22
2.0 TDI 140 SE	£23410	138	119	23
2.0 TDI 140 SE Business	£22370	138	119	22
2.0 TDI 170 Eleg.	£27050	168	122	26
2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
2.0 TDI 170 Laurin and Klement	£29690	168	122	26
2.0 TDI 170 Laurin Klement 4x4	£32590	168	149	25
2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
2.0 TDI 170 SE	£24340	168	122	25
2.0 TDI 170 SE 4x4	£27240	168	149	24
3.6 V6 FSI Eleg. 4WD	£31935	256	217	34
3.6 V6 FSI Laurin and Klement	£34575	256	217	34
1.6 TDI 105 Eleg. Greenline	£25375	103	113	17
ROOMSTER 5dr mpv Quirky looks, talented packaging, awkward image	★★★★★			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TSI 75 Greenline II	£12715	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines	★★★★★			
1.6 TDI 105 Outdoor SE B'nes G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'nes 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22
1.6 TDI 105 S Greenline II	£18405	103	119	14
1.6 TDI 105 Outdoor S Greenline	£18405	103	119	14
1.6 TDI 105 SE Greenline II	£19915	103	119	14
1.6 TDI 105 Outdoor SE Greenline	£19915	103	119	14
1.6 TDI 105 Eleg. Greenline	£21675	103	119	14
1.6 TDI 105 Outdoor Eleg.	£21675	103	119	14
2.0 TDI 110 S	£18255	109	134	14
2.0 TDI 100 Outdoor S	£18255	109	134	14
2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14
2.0 TDI 110 SE	£19765	109	134	14
2.0 TDI 100 Outdoor SE	£19765	109	134	14
2.0 TDI 110 Eleg.	£21590	109	134	14
2.0 TDI 100 Outdoor Eleg.	£21590	109	134	14
2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
2.0 TDI 140 Outdoor Eleg. 4WD	£24165	138	152	19
2.0 TDI 140 Outdoor L&K 4WD	£27495	138	164	19
2.0 TDI 170 Outdoor Eleg. 4WD	£24840	168	149	22
2.0 TDI 170 Outdoor L&K 4WD	£27070	168	149	22

WHAT'S COMING WHEN



Mercedes-Benz GLE On sale July

The SUV formerly known as the M-Class has now become the GLE, and in doing so it adopts new styling with clear links to the smaller GLE Coupé. The GLE is pitched at the likes of the BMW X5 and Porsche Cayenne and comes with an efficient range of engines. There'll be a hybrid version, too. **Price** £49,000 (est)

Audi A6 2017

A more stylish look, styled under the watchful eye of Marc Lichte, is promised for Audi's next BMW 5 Series rival.

BMW X3 2017

Next-generation X3 has already been spotted testing. Expect a longer wheelbase and significant styling changes.

Nissan Murano Late 2015

Nissan's big SUV returns to the UK with a plusher cabin and more premium positioning.

Porsche Panamera Late 2016

Porsche is planning big changes for the second generation of its four-seat saloon.

Rolls-Royce SUV 2017

Rolls-Royce has confirmed that it's working on an SUV model, which currently carries the 'Cullinan' codename.

Seat Ibiza facelift Summer 2015

One last round of changes for the popular supermini before an all-new version is launched in 2016-2017.

Toyota Mirai Summer 2015

Toyota's commercial roll-out of hydrogen fuel cell vehicles begins with this futuristic-looking saloon.

Vauxhall Astra October 2015

Expect Vauxhall's new Ford Focus fighter to be launched soon after a Frankfurt show debut in September.

Volvo S60 Cross Country Summer 2015

Volvo has created a jacked-up, AWD version of the S60. It will come to market with two engine options.

Volkswagen Passat GTE Summer 2015

Potent plug-in hybrid Passat gets 215bhp along with 141mpg combined fuel economy.

Stay up to date with all the latest new car launches with Autocar's new cars calendar. Head to autocar.co.uk



Range Rover SV Autobiography On sale Summer

At just a shade under £150,000, the SV Autobiography takes the crown as the most expensive series production Range Rover yet made. Built by Jaguar Land Rover's Special Vehicle Operations, the ultra-luxury Range Rover is a four-seater with two additional 'Event' seats located on the tailgate. It has two-tone bodywork and there's a 542bhp supercharged 5.0-litre V8 engine under the bonnet. **Price** £148,900

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4i VVT 100 SRI	£18735	99	129	9	2.0 CDTi 130 Design	£18244	128	112	16	2.0 CDTi 120 SRI VX-Line	£23404	118	104	16	1.8i VVT 140 Design	£23370	138	168	15
1.4i SRI	£20205	138	138	17	2.0 CDTi 130 Design Nav	£19094	128	112	16	2.0 CDTi 120 SRI VX-Line Nav	£24254	118	104	16	1.7 CDTi 110 eco Excite	£23210	109	134	15
1.6i VVT Elite	£21240	114	147	12	2.0 CDTi 130 SE	£21614	128	112	16	2.0 CDTi 120 Tech Line	£23034	118	104	16	1.7 CDTi 110 eco Exc.	£21255	109	134	14
1.6i VVT SRI	£19545	114	147	12	2.0 CDTi 130 Energy	£20044	128	112	16	2.0 CDTi 130 Design Nav	£19544	129	104	16	1.7 CDTi 110 eco Des.	£24625	109	134	14
1.6T SRI	£20810	177	159	24	2.0 CDTi 130 SRI	£20044	128	112	16	2.0 CDTi 130 Design Nav	£20394	129	104	16	1.7 CDTi 125 eco Excl.	£21505	123	134	17
2.0 CDTi 165 ecoFLEX Elite S-S	£24265	158	119	21	2.0 CDTi 130 SRI Nav	£20894	128	112	16	2.0 CDTi 130 Energy	£22914	129	104	16	1.7 CDTi 125 eco Des.	£24875	123	134	17
2.0 CDTi 165 ecoFLEX SRI S-S	£22825	158	119	21	2.0 CDTi 130 SRI VX-Line	£21264	128	112	16	2.0 CDTi 130 SRI	£21344	129	104	16	ZAFIRA TOURER 5dr mpv	Super-stylish, but lacks sliding rear doors	★★★★☆		
2.0 CDTi 195 Biturbo S-S	£24205	192	134	21	2.0 CDTi 130 SRI VX-Line Nav	£22114	128	112	16	2.0 CDTi 130 SRI Nav	£22194	129	104	16	1.6 CDTi 136 Elite S-S	£28435	134	109	16
ASTRA 5dr estate	More composed than the hatch. A very decent small estate	★★★★☆			2.0 CDTi 140 Design Nav	£24364	138	99	19	2.0 CDTi 130 SRI VX-Line	£22564	129	104	16	1.6 CDTi 136 SRI S-S	£26890	134	109	16
1.3 CDTi 95 ecoFLEX Design S-S	£18200	94	109	9	2.0 CDTi 140 SRI Nav	£21984	138	99	19	2.0 CDTi 140 Design	£20634	138	104	19	1.4T 140 Tech Line	£20500	138	154	16
1.3 CDTi 95 ecoFLEX Tech Ln S-S	£19380	94	109	9	2.0 CDTi 140 SRI VX-Line Nav	£23204	138	99	19	2.0 CDTi 140 Design Nav	£21484	138	104	19	1.4T 140 SE	£24210	138	154	15
1.4i VVT 100 Design	£16400	99	137	9	2.0 CDTi 170 SRI Nav	£22134	168	114	20	2.0 CDTi 140 Elite	£24814	138	104	19	1.4T 140 SRI	£24075	138	154	15
1.4i VVT 100 Tech Line	£17790	99	137	9	2.0 CDTi 195 Biturbo SRI Nav	£25804	192	125	24	2.0 CDTi 140 Elite Nav	£25664	138	104	19	1.4T 140 SE	£24120	138	154	15
1.6 CDTi 110 ecoFLEX Elite S-S	£24190	108	97	14	2.0 CDTi 195BiturboEliteNav aut	£28359	192	149	24	2.0 CDTi 140 Energy	£24004	138	104	19	1.4T 140 Elite	£25620	138	154	16
1.6 CDTi 110 eFLEX Design S-S	£18755	108	97	14	2.0 CDTi 195BiturboSRI VX-LnNav	£27024	192	125	24	2.0 CDTi 140 SE	£22434	138	104	19	1.4T 140 SE	£25915	134	109	16
1.6 CDTi 110 eFLEX SRI S-S	£22755	108	97	14	2.0T 250 Elite Nav	£24514	247	169	26	2.0 CDTi 140 SRI	£22434	138	104	19	1.8i 140 ES	£21410	138	169	14
1.6 CDTi 110 eFLEX Tech Ln S-S	£21995	108	97	14	2.0T 250 SRI VX-Line Nav	£23354	247	169	26	2.0 CDTi 140 SRI Nav	£23284	138	104	19	1.8i 140 Tech Line	£20195	138	169	14
1.6 CDTi 136 ecoFLEX Elite S-S	£24785	134	104	14	2.8T VXR Supersport	£29824	321	249	37	2.0 CDTi 140 SRI VX-Line	£23654	138	104	19	1.8i 140 Exclusiv	£22420	138	169	14
1.6 CDTi 136 eFLEX Design S-S	£19350	134	104	14	1.4T 140 Design	£17449	138	123	15	2.0 CDTi 140 SRI VX-Line Nav	£24504	138	104	19	1.6 CDTi 136 Tech Line	£23315	134	109	16
1.6 CDTi 136 eFLEX SRI S-S	£23350	134	104	14	1.4T 140 Design Nav	£18299	138	123	15	2.0 CDTi 140 Tech Line	£23284	138	104	19	1.6 CDTi 136 Exclusiv	£25540	134	109	16
1.6 CDTi 136 eFLEX Tech Ln S-S	£20525	134	104	14	1.4T 140 SE	£20904	138	123	15	2.0 CDTi 163 Country Nav 4x4	£26644	161	147	20	1.6 CDTi 136 SE	£26935	134	109	16
1.6i VVT 115 Design	£17080	114	149	12	1.4T 140 SE	£19249	138	123	15	2.0 CDTi 163 Design	£20994	161	119	20	2.0 CDTi 130 ES	£23115	129	137	15
1.6i VVT 115 Elite	£22260	114	149	12	1.4T 140 SE	£19249	138	123	15	2.0 CDTi 163 Design Nav	£21844	161	119	20	2.0 CDTi 130 Tech Line	£21900	129	137	15
1.6i VVT Tech Line	£18470	114	149	12	1.4T 140 Tech Line	£20099	138	123	15	2.0 CDTi 163 Elite	£25174	161	119	20	2.0 CDTi 130 Exclusiv	£24125	129	137	15
2.0 CDTi 165 Elite S-S	£25275	162	124	20	1.6T 170 Elite	£23084	168	139	25	2.0 CDTi 163 Elite Nav	£26024	161	119	20	1.6 CDTi 136 Design	£25475	129	137	15
2.0 CDTi 165 Tech Line auto	£22040	162	154	20	1.8i VVT Design	£16534	138	164	14	2.0 CDTi 163 Energy	£24364	161	119	20	2.0 CDTi 130 SE	£25520	129	137	15
2.0 CDTi 165 Tech Line S-S	£21015	162	124	20	1.6i VVT Energy	£19989	138	164	15	2.0 CDTi 163 SE	£22794	161	119	20	2.0 CDTi 130 Elite	£27020	129	137	15
1.6i VVT SRI	£20565	114	149	12	1.8 VVT SRI	£18334	138	164	14	2.0 CDTi 163 SRI	£22794	161	119	20	2.0 CDTi 165 Tech Line	£22515	163	139	19
2.0 CDTi 165 SRI S-S	£23840	162	124	21	2.0T 250 SRI VX-Line	£22504	247	169	26	2.0 CDTi 163 SRI Nav	£23644	161	119	20	2.0 CDTi 165 Exclusiv	£24740	163	139	19
2.0 CDTi 165 SRI auto	£24870	162	154	21	2.0T 250 Elite	£23664	247	169	26	2.0 CDTi 163 SRI VX-Line	£24014	161	119	20	2.0 CDTi 165 SRI	£26090	163	139	19
2.0 CDTi 195 Biturbo S-S	£25220	192	134	21	2.0 CDTi 120 Design	£19084	118	99	15	2.0 CDTi 163 SRI VX-Line Nav	£24864	161	119	20	2.0 CDTi 165 SE	£26135	163	139	19
ASTRA GTC 3dr coupé	Good looking three-door hatch with the dynamics to match	★★★★☆			2.0 CDTi 120 Energy	£22454	118	99	16	2.0 CDTi 195 Biturbo Elite aut	£28819	192	159	24	2.0 CDTi 165 Elite	£27635	163	139	19
1.4T 16v 140 Sport auto	£21270	118	159	16	2.0 CDTi 120 SRI	£20884	118	99	15	2.0 CDTi 195 Biturbo SRI	£26254	192	129	24	2.0 CDTi 195 Biturbo SRI S-S	£27740	192	149	19
1.4T 16v 140 SRI auto	£22495	118	159	16	2.0 CDTi 120 SRI VX-Line	£22104	118	99	16	2.0 CDTi 195 Biturbo SRI VX-L	£27474	192	129	24	2.0 CDTi 195 Biturbo SE S-S	£27785	192	149	19
1.6T 200 Sport S-S	£21295	202	168	25	2.0 CDTi 120 SE	£20884	118	99	15	2.0 CDTi 195BitooCntryNav4x4	£31004	192	174	24	2.0 CDTi 195 Biturbo Elite S-S	£29285	192	149	19
1.6T 200 SRI S-S	£22520	202	168	25	2.0 CDTi 120 Elite	£23264	118	99	16	2.0 CDTi 195BiturboSRVX-Ln Nav	£28324	192	129	24	MOKKA 5dr hatch	Compact and competent, but short on persuasive quality	★★★★☆		
1.7 CDTi 110 eFLEX 109gSRI S-S	£23075	109	109	14	2.0 CDTi 140 Design	£19334	138	99	18	2.0 CDTi 195BiturboSRVX-Ln Nav	£29669	192	129	24	1.6i 115 Tech Line S-S	£16199	114	153	5
1.7 CDTi 130 eFLEX SRI 109gS-S	£23675	129	109	17	2.0 CDTi 140 Energy	£22704	138	99	19	2.0T 250 Elite	£25814	247	174	26	1.6i 115 Exclusiv S-S	£18264	114	153	6
1.7 CDTi 130 eFLEX SRI 109gS-S	£23675	129	109	17	2.0 CDTi 140 SRI	£21134	138	99	19	2.0T 250 Elite S-S	£24964	247	174	26	1.6i 115 SE S-S	£20764	114	153	7
2.0 CDTi 165 Sport auto	£23480	163	149	20	2.0 CDTi 140 SRI VX-Line	£22354	138	99	19	2.0T 250 SRI VX-Line S-S	£24654	247	174	26	1.4T 140 Tech Line 2WD S-S	£16924	138	139	11
2.0 CDTi 165 SRI auto	£24705	163	149	20	2.0 CDTi 140 SE	£21134	138	99	19	2.8T VXR SuperSport	£31124	321	249	37	1.4T 140 Tech Line 4x4 S-S	£18464	138	149	11
1.4T 16v 140 Sport S-S	£19055	118	139	19	2.0 CDTi 140 Tech Line	£21984	138	99	19	2.0T 250 SRI Country 4x4	£23804	247	174	26	1.4T 140 Exclusiv 4x4 S-S	£18924	138	139	12
1.4T 16v 140 Sport S-S	£19945	138	139	16	2.0 CDTi 140 Elite	£23514	138	99	19	2.0 CDTi 195 Biturbo Country 4x4	£29854	192	174	24	1.4T 140 SE 2WD S-S	£20624	138	149	12
1.4T 16v 140 Sport S-S	£20770	118	139	14	2.0 CDTi 170 Design	£20334	168	114	20	MERIVA 5dr mpv	Clever flexdoors make sense for young families. Nice to drive	★★★★☆			1.4T 140 SE 4x4 S-S	£21424	138	139	13
1.4T 16v 140 Sport S-S	£21170	138	139	16	2.0 CDTi 170 Design Nav	£21184	168	114	20	1.4i VVT 100 Energy AC	£17635	99	140	7	1.7 CDTi 130 Tech Line S-S	£17949	129	120	12
2.0T 280 VXR	£27315	276	189	35	2.0 CDTi 170 Energy	£23704	168	114	20	1.4i VVT 100 SE	£18480	99	140	8	1.7 CDTi 130 Exclusiv S-S	£19949	129	120	13
1.7 CDTi 110 ecoFLEX Sport S-S	£20850	109	114	14	2.0 CDTi 170 SRI	£22134	168	114	20	1.6 CDTi 136 Exclusiv AC S-S	£20604	134	116	7	1.7 CDTi 130 SE S-S	£22449	129	120	14
1.7 CDTi 110 eFLX Sp.109g S-S	£21845	109	109	14	2.0 CDTi 170 SRI VX-Line	£23354	168	114	20	1.6 CDTi 136 SE AC S-S	£21544	134	116	7	1.7 CDTi 130 Tech Line 4x4 S-S	£19649	129	129	12
1.7 CDTi 110 ecoFLEX SRI S-S	£22080	109	114	14	2.0 CDTi 170 SE	£24204	168	114	20	1.6 CDTi 136 Tech Line	£21715	134	116	7	1.7 CDTi 130 Exclusiv 4x4 S-S	£21649	129	129	13
1.7 CDTi 130 ecoFLEX Sport S-S	£21450	129	114	16	2.0 CDTi 170 Tech Line	£22984	168	114	20	1.7 CDTi 110 Excl. AC Au	£21515	109	160	12	1.7 CDTi 130 SE 4x4 S-S	£21419	129	129	14
1.7 CDTi 130 ecoFLEX SRI S-S	£22680	129	114	17	2.0 CDTi 170 Elite	£24514	168	114	20	1.7 CDTi 110 S AC Au	£20850	109	160	12	ANTARA 5dr 4x4	Stylish interior blunts usability. Poor residuals	★★★★☆		
2.0 CDTi GTC Sp. 165	£22000	163	127	20	2.0 CDTi 170 Elite Nav	£25364	168	114	20	1.7 CDTi 110 S auto	£20995	109	160	12	2.4i 16v 167 Exclusiv	£19835	161	206	20
2.0 CDTi GTC SRI 165	£23225	163	127	20	2.0 CDTi 195 Biturbo SRI	£24954	192	125	24	1.7 CDTi 110 SE AC Au	£22505	109	160	12	2.2 CDTi 163 Exclusiv S-S	£21065	161	167	25
2.0 CDTi 195 Biturbo S-S	£24220	192	129	21	2.0 CDTi 195 BiturboElite auto	£27519	192	149	24	1.4i VVT 100 Tech Line AC	£13999	99	140	7	2.2 CDTi 163 Exclusiv 4x4 S-S	£23485	161	177	25
CASCADA 2dr open	Comfortable and credible alternative to the usual ragtops	★★★★☆			INSIGNIA SPORTS TOURER 5dr estate	Nearly as good as a Mondeo. Inert steering	★★★★☆			1.4T 120 SE	£18365	118	139	14	2.2 CDTi 163 SE Nav 4x4 S-S	£26325	161	177	25
1.6T 200 200 Elite	£28350	202	168	24	1.4T 140 Design Nav	£19734	138	131	15	1.4T 120 SE	£19210	118	139	14	2.2 CDTi 163 Diamond 4x4 S-S	£21865	161	177	25
1.6T 200 SE	£26250	202	168	24	1.4T 140 Design S-S	£18884	138	131	15	1.4T 140 SE	£19195	138	149	14	2.2 CDTi 163 Diamond 4x4 S-S	£24285	161	177	25
1.4T 140 SE S-S	£24030	138	148	20	1.4T 140 Elite Nav														

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22775	178	139	31
2.0 TSI 220 GT	£26125	217	139	37
2.0 TSI 220 R-Line	£23310	118	105	12
2.0 TSI 280 R	£32575	276	187	42
2.0 TDI 150	£23455	148	109	28
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized saloon	★★★★★			
1.6 TDI 120 S	£22215	118	105	12
1.6 TDI 120 SE	£23310	118	105	12
1.6 TDI 120 SE Business	£24010	118	105	12
2.0 TDI 150 S	£25305	118	105	12
2.0 TDI 150 SE	£23340	148	106	21
2.0 TDI 150 SE Business	£24435	148	106	21
2.0 TDI 150 GT	£25135	148	106	21
2.0 TDI 150 R-Line	£26430	148	109	28
2.0 TDI 190 GT	£27425	148	109	28
2.0 TDI 190 R-Line	£27780	187	107	22
2.0 TDI 190 R-Line	£28775	187	107	22
2.0 TDI 240 BITDI SCR GT	£34510	237	148	28
2.0 TDI 240 BITDI SCR R-Line	£35505	237	148	28
PASSAT 5dr estate Supremely well-executed family-sized saloon	★★★★★			
1.6 TDI 120 GT	£26835	118	110	13
1.6 TDI 120 S	£23745	118	107	15
1.6 TDI 120 SE	£24840	118	107	12
1.6 TDI 120 SE Business	£25540	118	107	12
2.0 TDI 150 GT	£27960	148	110	19
2.0 TDI 150 R-Line	£28955	148	110	19
2.0 TDI 150 S	£24870	148	110	19
2.0 TDI 150 SE	£25965	148	107	19
2.0 TDI 150 SE Business	£26665	148	107	19
2.0 TDI 190 GT	£29310	187	109	22
2.0 TDI 190 R-Line	£30305	187	109	23
2.0 TDI 240 BITDI SCR GT	£36040	237	148	28
2.0 TDI 240 BITDI SCR R-Line	£37035	237	148	28
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★★			
3.0 V6 TDI 240 SWB	£55055	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28350	177	150	24
1.2 TSI 105 S	£19790	104	149	12
1.4 TSI 140 SE	£23600	138	159	18
1.6 TDI 105 Blue Tech S	£21600	104	121	14
1.6 TDI 105 Blue Tech SE	£23705	104	121	14
2.0 TDI 140 Blue Tech SE	£25470	138	127	19
2.0 TDI 140 Blue Tech Sp.	£26930	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★★			
2.0 TDI 177 SE	£30555	177	152	23
2.0 TDI 177 SEL	£33455	177	152	23
1.4 TSI 150 S	£25320	148	167	16
1.4 TSI 150 SE	£27630	148	167	16
2.0 TSI 200 SEL DSG	£33775	197	198	25
2.0 TDI 115 S	£25890	113	146	14
2.0 TDI 140 S	£26640	138	146	18
2.0 TDI 140 SE	£28950	138	146	18
2.0 TDI 140 SEL	£31850	138	146	18
2.0 TDI 140 Exec	£32100	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft-roader. Pricey, but good ride and handling	★★★★★			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£29275	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	137	14
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18

AUTOCAR TOP FIVES

Large SUVs



1 Range Rover Sport From £60,000
Now bigger and better. A cut-price Range Rover rather than a jumped-up Disco – and the best here by a long mile. ★★★★★



2 Porsche Cayenne From £50,000
The current model is more agile, more stylish and more sporty-feeling than before. A great interior, too. ★★★★★



3 BMW X5 From £43,000
Remains an accomplished and luxurious product. Trumped by others in the driving department now, though. ★★★★★



4 Land Rover Discovery From £40,000
Outgoing Disco looks like an outmoded hulk here. But, boy, does it still do everything you'd want. Seven seats, too. ★★★★★



5 Volkswagen Touareg From £42,000
VW's biggest SUV is a well-balanced blend of solid dynamics, good price and a usable, comfortable interior. ★★★★★

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52 GENEVA SHOW STARS

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DISCO SPORT BEATS RIVALS
Why new Land Rover is a winner... and why you shouldn't buy one just yet

Shock Aston 4x4
The light back starts right now!

Next Bugatti Veyron
Official: it's going to be even faster!

Junior AMG driven
Less power, just as much fun

Brundle's F1 guide
Exclusive 2015 season preview

Used E2k heroes
Six sweetest-handling bargains

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THE NEXT CLASS CHAMPION?
NEW JAG XF
Official: Now they're going after the 5 Series

Fast Audi TT vs rivals
New TT 5 lights, 1000bhp, Cayman

Suzuki Celerio road test
Surprisingly fun from its brakes work

Small engine, big thrill
Used 110-hp wonders from £22k

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FULL OFFICIAL DETAILS
MCLAREN'S 911 RIVAL
NEW 570S £140k. 0-62mph in 3.2sec. 204mph – and that's just the start

All-new Jaguar XF latest
Full access, full 1000bhp, 1000bhp

New £150k Range Rover
The best of both worlds

Hot new Boxster Spyder
Now, get ready to drive it

New Merc GLC revealed
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ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears
50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard
Braking 60-0mph Recorded on a high-grip surface at a test track
Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO													
MITO 3dr hatch ★★★★★													
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4	10
GIULIETTA 5dr hatch ★★★★★													
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.1	10
ALPINA													
B3 BITURBO 4dr saloon ★★★★★													
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8	13
ARIEL													
ATOM 0dr open ★★★★★													
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8	11
ASTON MARTIN													
V8 Vantage 2dr coupé ★★★★★													
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4	07
RAPIDE 4dr coupé ★★★★★													
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3	13
AUDI													
A1 3dr hatch ★★★★★													
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.1	10
S1	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5	14
A3 3dr/5dr hatch ★★★★★													
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9	12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.1	12
RS3	155	4.5	11.2	4.2	6.9	2.1	335	332	34.6	28/34	1640	6.7	11
A4 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2	08
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.1	10
A5 2dr coupé/cabriolet ★★★★★													
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7	07
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0	2.9	237	368	32.4	34/38	2035	12.9	09
RS5 4.2 V8	155	4.6	10.7	4.0	5.9	2.7	444	317	29.0	22/30	1855	27.1	10
A6 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	4.5	11
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9	34/46	1805	19.1	10
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7	13
A7 Sportback 4dr saloon ★★★★★													
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2	11
A8 4dr saloon ★★★★★													
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6	10
TT 2dr ★★★★★													
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8	09
NEW TT 2dr ★★★★★													
2.0 TFSI S-line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.1	14
Q3 5dr 4x4 ★★★★★													
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8	33/46	1710	16.1	11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1	14
Q5 5dr 4x4 ★★★★★													
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1	09
Q7 5dr 4x4 ★★★★★													
3.0 TDI SI	131	8.6	25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8	06
R8 2dr coupé ★★★★★													
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5	07
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3	10
BENTLEY													
CONTINENTAL 2dr coupé ★★★★★													
GT V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4	12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6	11
FLYING SPUR 4dr saloon ★★★★★													
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8	13
MULSANTINE 4dr saloon ★★★★★													
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9	11
BMW													
1-SERIES 3dr hatch ★★★★★													
116i Sport 3dr	130	8.7	25.7	8.9	5.4	2.9	134	162	21.7	34/48	1365	12.1	10
M135i	155	4.6	11.4	4.0	6.8	2.6	315	322	35.9	30/41	1545	14.1	12
2-SERIES 3dr coupé/convertible ★★★★★													
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280	39.6	46/62	1450	19.3	14
220d C'ville	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4	15
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1	26/35	1530	23.4	14
2-SERIES ACTIVE TOURER 5dr MPV ★★★★★													
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.1	14
3-SERIES 4dr saloon/5dr estate/5dr hatch ★★★★★													
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.0	12
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/54	1735	21.1	12
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7	13

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE	
4-SERIES 3dr coupé ★★★★★													
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295 28.2	28/37	1585	18.9	13	
M4	155	4.1	8.8	3.2	6.1	2.4	425	406 34.0	29/36	1585	9.7	14	
5-SERIES 4dr saloon/5dr GT/5dr estate ★★★★★													
530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398 48.1	36/46	1830	31.3	10	
520d SE Touring	138	8.1	23.0	8.3	*5.0	2.6	181	280 38.7	38/42	1810	6.1	10	
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332 40.4	27/33	1925	23.5	12	
M5	155	4.3	9.0	3.6	6.4	2.8	552	502 38.2	19/28	1975	29.1	12	
6-SERIES 2dr coupé/2dr open ★★★★★													
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464 42.1	33/45	1840	21.1	11	
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442 38.5	22/29	2085	6.4	11	
7-SERIES 4dr saloon ★★★★★													
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398 42.4	29/35	1915	3.1	08	
13 5dr hatch ★★★★★													
1.3 Range Ext'd	93	8.1	-	7.6	*4.9	3.4	168	184	-	294wh/m	1390	22.1	14
i8 2dr coupé ★★★★★													
i8	155	4.5	10.6	3.7	3.3	2.8	357	420 33.3	50/40	1560	17.9	14	
Z4 2dr convertible ★★★★★													
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295 29.0	26/34	1615	10.6	09	
X1 5dr 4x4 ★★★★★													
sDrive20d SE	127	8.2	23.6	7.9	10.8	2.7	174	258 35.1	40/52	1572	2.1	09	
X3 5dr 4x4 ★★★★★													
sDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280 33.5	37/43	1825	12.1	11	
X4 5dr 4x4 ★★★★★													
sDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416 43.7	34/45	1895	27.8	14	
X5 5dr 4x4 ★★★★★													
sDrive40d	155	5.7	15.3	5.2	9.5	2.9	376	546 40.5	28/34	2265	13.1	13	
X6 5dr 4x4 ★★★★★													
sDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428 34.0	26/31	2275	11.6	08	
BUGATTI													
VEYRON 2dr coupé ★★★★★													
Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106 40.6	12/18	1995	2.3	11	
CATERHAM													
CSR 2dr roadster ★★★★★													
SE3 260	143	4.1	9.8	3.1	4.4	3.3	260	200 22.8	24/26	570	11.0	05	
SEVEN 2dr roadster ★★★★★													
Seven 160	100	8.4	-	8.7	7.6	4.8	80	79	16.7	39/45	490	20.1	13
CHEVROLET													
CAMARO 2dr coupé ★★★★★													
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419 43.3	23/29	1175	20.6	12	
CORVETTE 2dr coupé ★★★★★													
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465 48.4	22/33	1539	8.1	04	
CHRYSLER													
300C 4dr saloon ★★★★★													
3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399 38.8	30/34	2040	29.8	12	
CITROEN													
C3 5dr hatch ★★★★★													
1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100 20.9	39/48	-	9.1	09	
DS3 5dr hatch ★★★★★													
1.6 THP 150	133	7.6	41.9	7.1	10.0	2.7	154	177 29.8	36/45	1205	3.3	10	
Racing	146	7.2	18.1	6.5	8.9	3.1	204	203 30.4	33/40	1210	16.3	11	
C4 5dr hatch ★★★★★													
2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251 34.2	43/49	1470	5.1	11	
C4 CACTUS 5dr hatch ★★★★★													
1.6 BlueHDi 100 114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7	14	
C4 GRAND PICASSO 5dr MPV ★★★★★													
2.0 BlueHDi	130	10.1	30.1	9.6	12.5	2.9	148	273 34.7	44/52	1430	27.1	13	
C5 4dr saloon ★★★★★													
2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273 34.5	38/44	1951	9.4	08	
DS5 5dr hatch ★★★★★													
2.0 HDi 160	134	9.1	26.5	8.7	11.0	2.9	161	251 40.1	42/55	1660	18.4	12	
BERLINOVA 5dr MPV ★★★★★													
1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159 26.6	38/47	1580	8.1	08	
DACIA													
SANDERO 5dr hatchback ★★★★★													
1.2 75 Access	97	15.3	-	17.6	23.0	3.0	74	79 20.3	32/38	941	27.2	13	
FERRARI													
458 2dr coupé ★★★★★													
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8	10
458 Speciale	202	3.2	6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8	14
F12 2dr coupé ★★★★★													
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509 29.7	13/18	1630	6.1	13	
CALIFORNIA 2dr convertible ★★★★★													
California	193	3.9	9.2	3.2	6.6	2.5	453	357 25.9	15/24	1785	22.7	09	
FIAT													
PANDA 5dr hatch ★★★★★													
1.2 Easy	102	14.6	-	15.3	19.9	3.0	68	75 22.2	39/49	1020	25.4	12	
4x4 TwinAir	103	14.6	-	15.8	16.0	3.0	84	107 20.8	37/44	1050	17.4	13	
PUNTO 3/5dr hatch ★★★★★													
1.4 Abarth	129	7.8	23.0	7.2	8.9	2.8	153	169 23.6	30/39	1255	1.0	08	
500 3dr hatch ★★★★★													
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170 23.9	34/39	1035	26.2	14	
500 TwinAir	108	11.7	-	13	15.3	3.3	84	107 22.9	35/39	1070	24.1	10	
FORD													
S-MAX 5dr MPV ★★★★★													
2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221 20.5	26/32	1810	28.4	10	
KA 3dr hatch ★★★★★													
1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80 22.1	41/53	1020	25.0	09	
B-MAX 5dr MPV ★★★★★													
1.0 T EcoBoost	117	11.6	39.0	11.1	11.0	2.8	118	147 23.6	35/41	1345	02.1	13	
FIESTA 3/5dr hatch ★★★★★													
1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94 21.9	34/41	1090	15.0	08	
ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177 26.5	32/41	1163	15.5	13	
FOCUS 5dr hatch ★★★★★													
1.5 TDCi Zetec	121	10.9	36.3	10.9	10.3	3.35	118	199 33.1	59/63	1343	28.1	15	
GRAND C-MAX 5dr MPV ★★★★★													
2.0 TDCi Tium	124	9.2	28.6	8.8	11.1	2.8	138	236 35.6	37/48	1705	17.1	10	
GRAND TOURNEO CONNECT 5dr MPV ★★★★★													
1.6 TDCi Tium	103	13.2	-	13.9	19.1	2.9	114	236 26.7	40/45	1785	6.8	14	
MONDEO 4dr saloon/5dr/estate ★★★★★													
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258 38	53/56	1597	14.1	15	
ECOSPORT 5dr off-roader ★★★★★													
1.5 TDCi	99	14.3	-	15.2	14.4	2.7	89	151 28	39/48	1384	3.9	14	
KUGA 5dr off-roader ★★★★★													
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251 31.6	34/39	1707	13.3	13	
RANGER 5dr pick-up ★★★★★													
3.2 TDCi	109	10.8	35.7	10.7	9.8	3.2	197	347 32.4	28/35	2265	10.1	12	
GINETTA													
GAOR 2dr coupé ★★★★★													
2.0	140	6.3	17.2	6.1	8.3	3.6	175	140 22.6	28/-	880	5.1	11	
HONDA													
JAZZ 5dr hatch ★★★★★													
1.4 ES	113	10.7	35.2	10.7	14.3	3.2	99	94 20.5	35/43	1075	29.1	08	
INSIGHT 5dr hatch ★★★★★													
1.3 IMA SE	113	11.7	-	11.8	*7.4	3.1	87+14	89+58	32.1/40/43	1240	18.3	09	
CR-Z 3dr hatch ★★★★★													
CR-Z GT	124	9.1	26.8	9	17.1	2.9	113+15	107+58	25.7/43/52	1198	14.4	10	
CIVIC 5dr hatch ★★★★★													
2.2 i-DTEC EX GT135	8.3	24	7.9	12.2	-	148	258 38.7	38/55	1480	11.1	12		
ACCORD 4dr saloon ★★★★★													
2.2 i-DTEC EX GT131	9.5	27.1	9.1	9.8	2.9	148	258 34.2	39/47	1630	14.5	08		
CR-V 5dr off-roader ★★★★★													
2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258 32.4	36/45	1806	24.1	12	
HYUNDAI													
i10 5dr hatch ★★★★★													
1.0 SE	96	14.7	-	16.2	19.9	2.9	65	70 20.0	44/51	925	29.1	14	
i20 5dr hatch ★★★★★													
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99 21.8	43/54	1060	7.1	14	
i30 5dr hatch ★★★★★													
1.6 CRDi Active 115	11.7	38.3	11.5	14.8	2.8	109	192 22.5	49/60	1360	14.3	12		
i40 5dr estate ★★★★★													
1.7 CRDi	118	12.2	41.4	12.5	12.3	2.9	114	192 29.4	44/51	1555	7.9	11	
iX35 5dr SUV ★★★★★													
2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236 29.1	36/44	1695	17.3	10	
SANTA FE 5dr SUV ★★★★★													
2.2 CRDi	118	9.0	27.6	9.2	*5.5	2.7	194	311 37.5	36/43	1940	19.3	12	
VELOSTER 4dr coupé ★★★★★													
1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123 24.9	35/42	1230	18.1	12	
INFINITI													
Q50 5dr saloon ★★★★★													
2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295 42.5	49/59	1750	5.2	14	
Q70 4dr saloon ★★★★★													
2.2 Prrm'm Tech137	9.6	28.6	9.6	15.8	3.2	168	295 40.8	39/45	1896	25.2	15		
JAGUAR													
F-TYPE 2dr convertible/3 dr coupé ★★★★★													
V8 S cabrio	186	4.0	9.4	3.4	8.0	2.8	488	460 46.8	19/29	1655	12.6	13	
V6 S coupé	171	4.9	12.1	4.2	12.7	2.7	375	339 36.2	24/33	1594	11.6	14	
XF 4dr saloon/estate ★★★★★													
2.2 D	140	7.6	22.9	8.0	*4.8	2.9	197	332 46.3	39/46	1840	21.7	11	
3.0 Sportbrake	155	7.1	18.4	6.6	8.5	2.9	271	442 49.7	32/46	1875	31.0	12	
XFR 5.0 V8 ★★★★★													
XKR 2dr coupé ★★★★★	155	4.7	10.2	3.8	*2.1	2.6	503	461 36.3	20/25	1990	27.5	09	
4.2 V8 ★★★★★													
XJ 4dr saloon ★★★★★	155	5.2	11.8	4.3	*2.5	2.9	420	413 34.8	19/24	1665	27.9	06	
3.0D LWB ★★★★★													
	155	6.3	16.5	6.6	*3.6	2.7	271	443 43.5	28/36	1960	9.6	10	
JEEP													
CHEROKEE 5dr 4x4 ★★★★★													
2.0 140 4x4 Ld 117	12.3	43.4	13.0	13.8	2.7	138	258 34.7	39/43	1846	24.6	14		
KIA													
PICANTO 5dr hatch ★★★★★													
1.0 1'	95	13.8	-	14.9	24.4	3.2	68	70 21.3	33/54	950	3.8	11	
CARENS 5dr MPV ★★★★★													
1.7 CRDi 2'	112	12.9	51.2	13.9	15.2	2.8	114	192 31.7	47/56	1581	29.5	13	
CEE'D 3/5dr hatch ★★★★★													
1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188 28.6	39/49	1370	20.2	08	
RIO 5dr hatch ★★★★★													
1.4i 2'	114	11.4	39.1	11.5	19.1	3.0	107	101 23.3	40/50	1155	14.9	11	
OPTIMA 4dr saloon ★★★★★													
2.1 7 CRDi	125	10.5	35.4	10.4	10.6	3.2	134	239 31.9	41/46	1535	8.2	12	
SPORTAGE 5dr 4x4 ★★★★★													
2.0 CRDi F.E.	112	10.5	41.8	11.3	12.2	3.0	134	236 33.6	35/39	1635	11.8	10	
SORENTO 5dr 4x4 ★★★★★													
2.2 CRDi KX-4	128	9.3	28.6	9.4	*5.7	-	197	325 35.2	35/39	1953	8.4	15	
LAND ROVER													
DEFENDER 3/5dr 4x4 ★★★★★													
90 XS 2.4D	83	15.1	-	17.0	15.5	3.5	121	265 26.2	19/28	1889	11.4	07	
DISCOVERY SPORT 5dr 4x4 ★★★★★													
HSE	117	8.9	27.6	9									

ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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LOTUS													
ELISE 2dr roadster	★★★★☆												
1.6		127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé	★★★★☆												
Evora 2+2		162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0		172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGES 2dr coupé	★★★★☆												
Exige S		170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI													
GRANTURISMO 2dr coupé	★★★★☆	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open	★★★★☆	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	★★★★☆	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
GHIBLI 4dr saloon	★★★★☆	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Diesel	★★★★☆	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA													
3 5dr hatch	★★★★☆	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	★★★★☆	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5 5dr MPV	★★★★☆	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	★★★★☆	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6 4dr saloon/5dr estate	★★★★☆	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	★★★★☆	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
CX-5 5dr hatch	★★★★☆	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	★★★★☆	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr convertible	★★★★☆	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06
2.0 Sport	★★★★☆	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

MCLAREN													
12C 2dr coupé/roadster ★★★★★	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11	
3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11	
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13	
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	
PI 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14	
PI	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14	

MERCEDES-BENZ														
A-CLASS 5dr hatch ★★★★★														
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12		
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13		
B-CLASS 5dr MPV ★★★★★														
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.12.12		
C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12		
C-CLASS 4dr AAAAC														
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14		
CLA 4dr coupé	★☆☆☆☆	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13	
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13		
SLK 2dr cc ★★★★★														
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11		
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★														
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09		
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10		
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10		
CLS 4dr coupé/5dr estate ★★★★★														
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11		
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13		
S-CLASS 4dr saloon/2dr coupé ★★★★★														
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13		
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14		
GLA 5dr 4x4 ★★★★★														
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14		
M-CLASS 5dr 4x4 ★★★★★														
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12		
GL 5dr 4x4	★☆☆☆☆	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13	
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13		
SL 2dr convertible ★★★★★														
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12		
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08		
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09		
SLS 2dr coupé ★★★★★														
SLS	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24	1710	30.6.10		

MG													
3 5dr hatch	★★★★☆												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13	
6 5dr hatch	★★★★☆												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11	

MINI													
MINI 3dr hatch	★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	★★★★★	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
JCW GP	★★★★★	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07
CLUBMAN 5dr estate	★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D	★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
COUNTRYMAN 5dr hatch	★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper D All4	★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
COUPE 2dr coupé	★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
ROADSTER 2dr convertible	★★★★★	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
Cooper S	★★★★★	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07

MITSUBISHI													
ASX 5dr hatch	★★★★☆	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	★★★★☆	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4	★★★★☆	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	★★★★☆	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PEV6 GX4hs	★★★★☆	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN													
PLUS 8 2dr convertible	★★★★☆												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12	
3 WHEELER 2dr convertible	★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12	



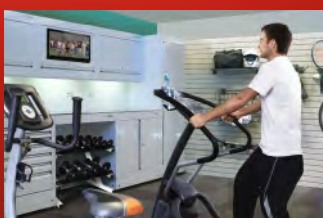
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ABF 4	18 BPP	III DN	I FBT	I GJY	I HO	I KGS	7777 LT	I NMR	PRP 22	SHJ 55	I VCI
5 ABG	1972 BR	II DNC	58 FC	I GKV	I HRW	I KHJ	4 LTH	III NN	1990 PS	5 SHM	I VCS
17 ACC	90 BT	15 DPM	8 FCM	GLG 84	I HSO	I KJK	I LTP	I NRK	79 PT	1976 SJ	VD 2
14 ADP	BV 8	DPS 23	I FCN	6 GLJ	1980 HS	77 KKR	I LUJ	I NRD	PTG 77	I SJJ	I VDD
5 AEG	I BVM	250 DT	6 FCS	GN I	I HTO	KMS I	I LVB	I NRI	7 TH	8 SKD	I VDP
5 AEK	C 5	I DTE	I FCT	I GNF	I HWP	5 KNM	I LYD	I NRN	PWD 26	1 SKU	I VED
2222 AF	CA I	I DVJ	I FDD	I GNY	IT I	KNT I	5 MBL	NRS 83	I PWK	78 SLR	VEG 2
I AFL	88 CAD	888 DWL	8 FDJ	I GOY	8888 JA	KP I	14 MDG	5 NSA	I PYL	2 SNH	VFN I
I AFO	17 CAP	I EAS	I FDR	4 GPP	7 JBK	I KKR	8 MDN	NSE I	8 PYW	I SNL	VG 48
1985 AG	1978 CC	I EBR	I FEJ	GPS I2	52 JBM	9 KRL	I NTH	I NUL	12 RBP	I SNJ	VGH I
II AHC	12 CDJ	I ECD	FEK I	1972 GR	8 GRG	I KTP	I MEJ	I NVH	5 RBR	SNS 6	VGM I
777 AJA	III CE	5 ECL	FFB I	16 JDP	I JDV	31 KV	14 MJE	I OAB	RBS I2	SOT 6	VW I
1970 AL	6 CEG	3 EDP	I FHD	8 GSK	I JGU	KWB 66	353 ML	I OAS	1980 RC	I SOX	I VLL
III ALP	99 CF	2 EDW	4 FJA	I GOJ	II GWA	KYO I	MLF I	I OBB	RCW 64	206 SP	VLM I
1981 AM	1995 CG	I EEC	10 FJF	II GWA	JFF 7	L 43	I MNF	I ODR	RDL 18	SSJ 4	I VMP
402 AMJ	8 CHB	I EEG	I FKK	I GWD	66 JFR	87 LA	43 MNP	I ODY	REB 78	STK 5	VNC I
AN I	6 CHD	I EFK	FKL I	I GWF	8877 JG	20 LAA	MP C I	I ORC	REY 6	I SVD	I VSC
1987 AN	6 CHJ	EGV I	34 FL	3 HAP	I JHG	100 JHT	I MPN	I ORC	1974 RG	6 SWA	98 W
8 ASJ	7 CKS	I EHF	FN I	83 HB	100 JHT	24 JHW	MPR 777	42 PAT	3 RGG	T 97	I WAF
6 AVR	I CNL	I EHH	I FND	I HBC	24 JHW	I LAT	1986 MR	PCG 50	I RGN	T I02	I76 WB
AYS I	I CPF	3 EIG	I FNH	HLB 25	2 JJE	6 LBC	MRW 67	9 PCR	I RHV	82 TAL	I WCJ
6 BAW	I CPU	3 EIJN	FPB I	34 HBP	I JKV	I LBN	MTJ I	I0 PDG	I RJD	I TBN	I WEG
I BBR	I CPV	I EJO	I FPN	I HCB	1986 JL	6 LBS	5 MTP	6 PDK	1975 RL	1986 TC	WEH 9
II BCP	2 CR	I EK	FR 4	I HCE	6 JLN	8 LCI	9 MV	329 PE	I RLD	TDC I0	WEW 600
1980 BD	I CSE	EL 8	FRM III	HDS 5	I5 JLP	I LEP	I MVN	3 PEF	3333 RM	TED 9	WFG I
4 BDG	CUE I	I ELJ	I FTK	HE 8	JMD 50	LF I	PEX	I PEF	I2 RMR	TEP III	I WGE
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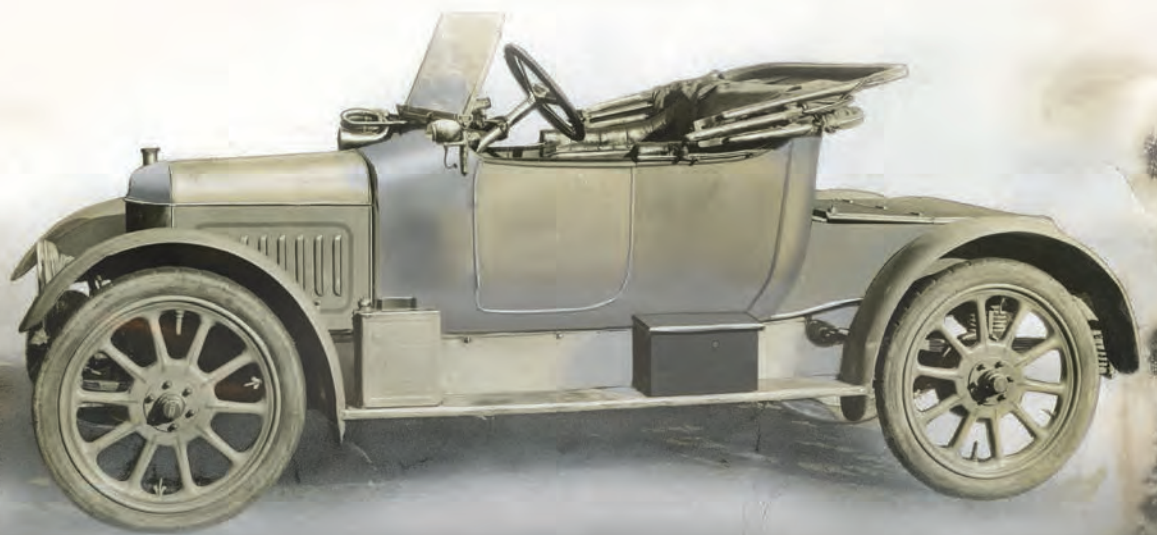
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Rear View Mirror: tales from our archive

Making post-war predictions 8 April 1916



Midway through World War 1, it is scarcely believable that Autocar had the manpower to put out a magazine each week, let alone enough to write about. But such things were deemed important to morale, and the editorial team set to work. Each issue usually incorporated motoring stories from around the world plus tales from road trips taken before war broke out.

However, on this occasion the team couldn't help itself from wistfully looking ahead to a post-war era, when road car development could accelerate again. With automobile powerhouses such as Britain, Germany, Italy and France otherwise disposed, attention turned to the latest advances that were being reported from the United States.

"There, things are moving with some rapidity," noted the author, identified only as "a British subject". While no reason is given for the article not having a proper byline, the tone perhaps gives some clues. "There are two possible directions of motion, namely, the right way and the wrong way," he notes. "It behoves us to consider in which

'I do not believe that in adopting eight and 12-cylinder V-type engines, the Americans are setting a fashion that will be followed'

direction our friends across the Atlantic are moving, and consequently how far it will be worthwhile to follow in their footsteps. However, in one respect there is no following to be done, for their progress is simply along a path that we have already traversed."

Then came some predictions, few of which were more noteworthy than an observation on American engine advances: "I do not believe that in adopting the eight and 12-cylinder V-type engine, the Americans are setting a fashion that will be followed by the world. I am inclined to think that it

will not be long before the tendency will be back in the direction of the six and four, although it is quite possible that by that time the four-stroke engine will be giving way to the two-stroke variety."

The magneto's future also vexed our writer, who noted that the development in the US of an electric light and starter showed promise. "This seems more certain than ever, though I cannot believe that it is certain the magneto will go by the board, and the self-contained central-station type of installation will make itself responsible for the ignition in the great majority of cases. On the very best cars I believe we will find dual ignition with the magneto retained, and on at least some cheaper ones I think the magneto will hold its own and the lighting and starting equipment remain free of ignition duties."

More on point was praise for vacuum systems for petrol supply coming from the US: "Its power is to aid fuel economy, which is unlikely to grow a less important factor as time goes on, unless more tangible assistance be given to those developing petrol substitutes."

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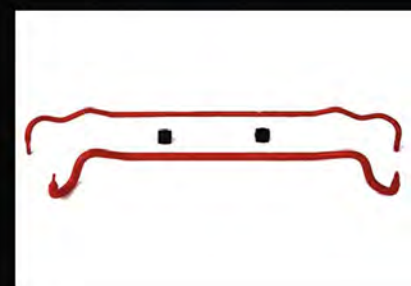
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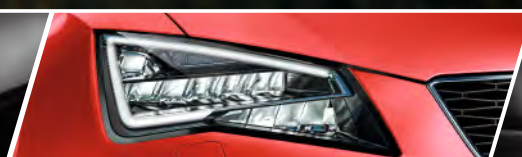


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[#]At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO₂ emissions 154 – 87 g/km.